

MAY 9, 1955

Rollability of Roller Bearing Cars . . . p. 18

RAILWAY AGE

One of Five Simmons-Boardman Railway Publications

IN THIS ISSUE:

How to Cool
A Piggyback

New Quarters for
The Cotton Belt

GN Aids
Highway Safety

DL&W Completes
Box Car Order

Uncle Sam Not
Traffic-Wise

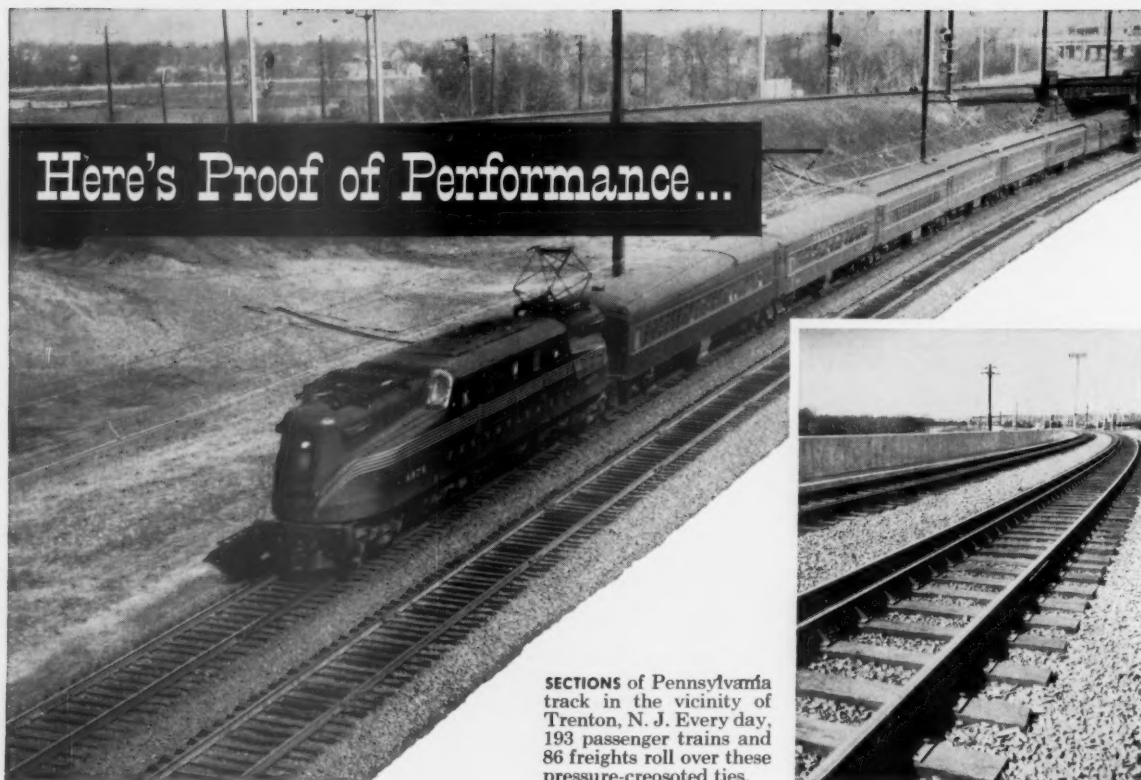


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Pennsylvania Railroad's pressure-creosoted ties are lasting an average of *more than 30 years!*

• The Pennsylvania Railroad—with its 23,679 miles of track in 13 states and the District of Columbia—stands at the head of the list in annual tie purchases. So it's significant that all but a tiny fraction of a percent of the road's 61 million ties are pressure-creosoted.

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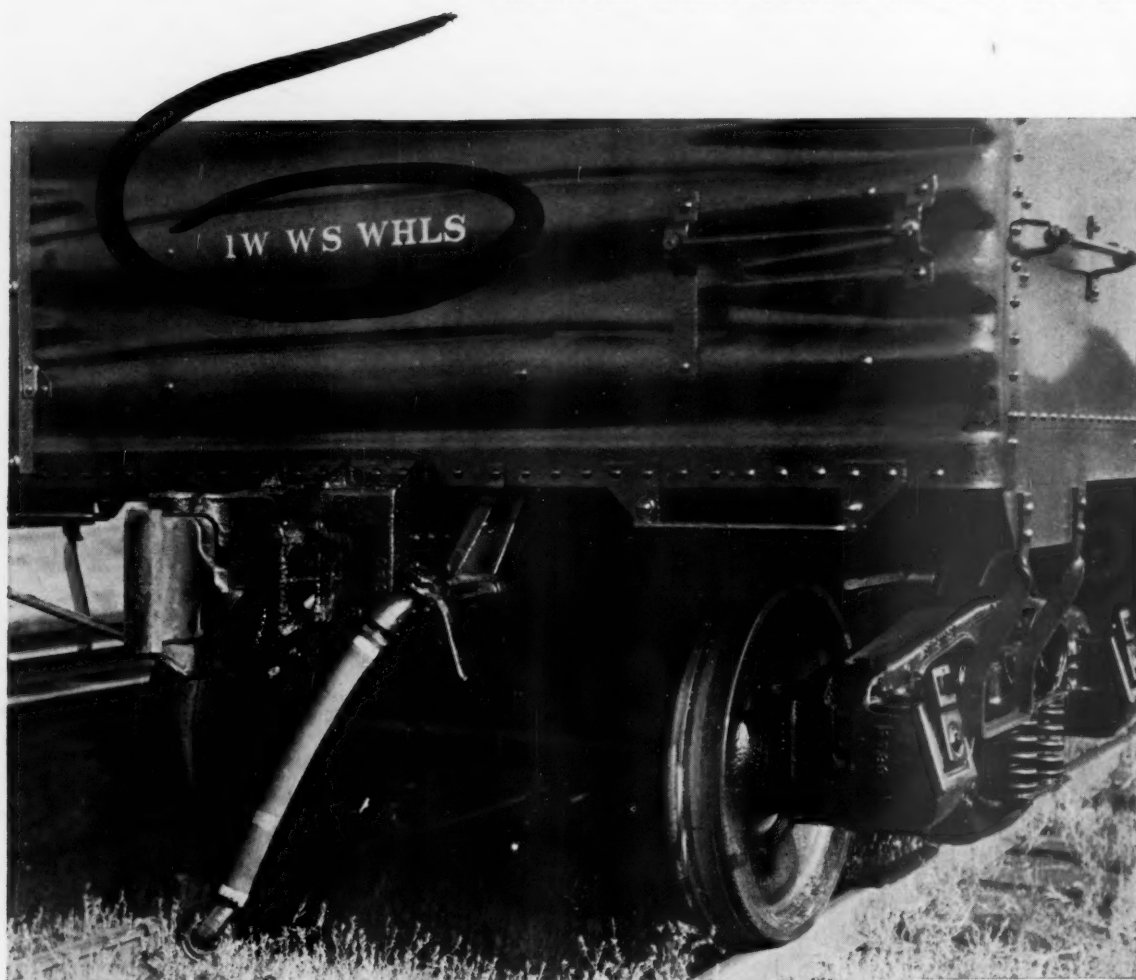
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- Shipper satisfaction—less train delay to set out cars
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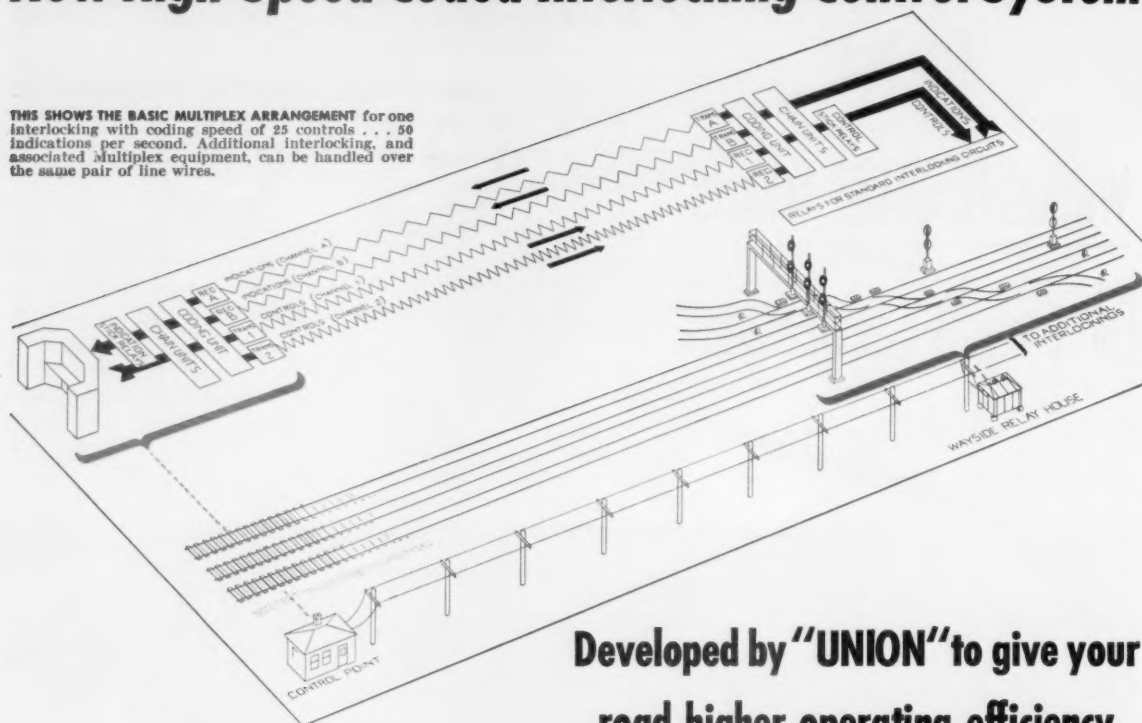
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"UNION" Multiplex Code Control System



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May 9, 1955

Vol. 138, No. 19

Week at a Glance

The AAR has officially endorsed the report of the President's Cabinet Committee on Transportation 8

FORUM—Socialized railways get market freedom. It's paradoxical that the socialized roads of England and France get a free hand in competitive pricing while the privately operated U.S. roads continue to be tied down under rigid and intricate controls. 17

What is the rollability of roller-bearing cars? Tests run by the Iron Ore Company of Canada at Seven Islands, Que., show what allowances should be made in gravity yard design. 18

How to cool a piggyback. Controlled use of dry ice in trailers offers way for expansion of T-O-F-C service into new field at low cost. 21

Uncle Sam isn't smart traffic-wise. Hoover Commission "task force" reports Section 22 abuses by the transportation industry's biggest customer. Disorganization and waste apparent. 23

Functional, simple, comfortable—that's what they're saying about the Cotton Belt's new air-conditioned home at Tyler, Tex. 25

GN aids highway safety with installation of modern protection systems on a continuing program—averaging one installation every two weeks. 28

DL&W box car order completed as road gets last of 1,000 cars from ACF and Magor—cars designed to require few repairs. 29

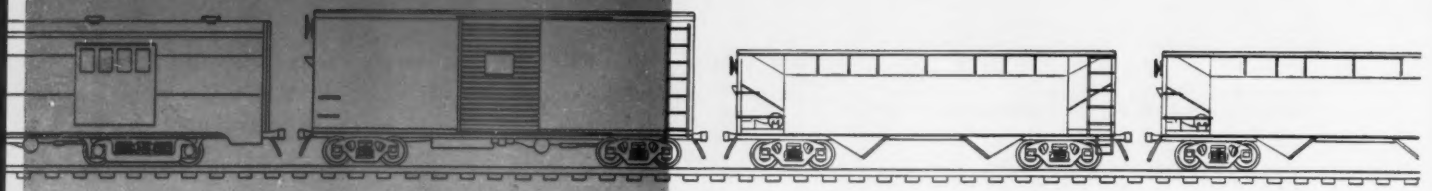
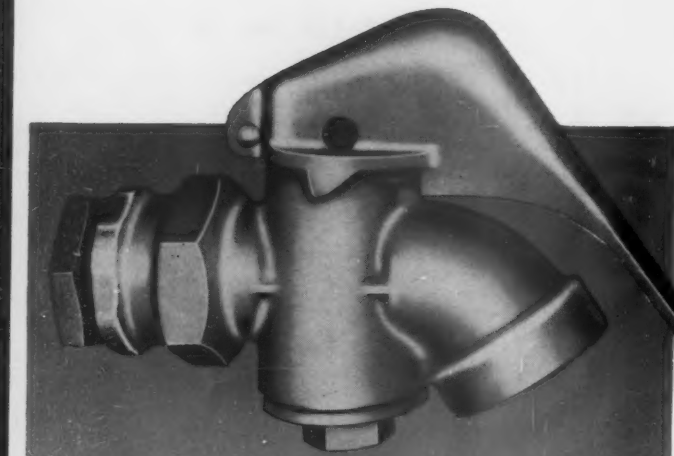
How SP cushioning device works. New hydrafriction device, developed in conjunction with the Stanford Research Institute, now under test. 30

Stop those air leaks

with new

WABCOSEAL[®]

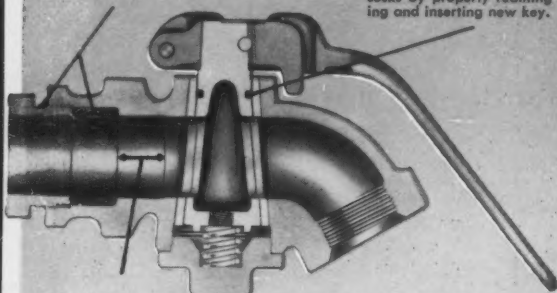
Angle Cocks



FOR FREIGHT CARS:

Wabco compression ring grips pipe when nut is tightened to provide tight seal and strong clamping action.

"O" ring seals the key effectively through a wide degree of key wear. This seal can be used on old angle cocks by properly reaming the bushing and inserting new key.



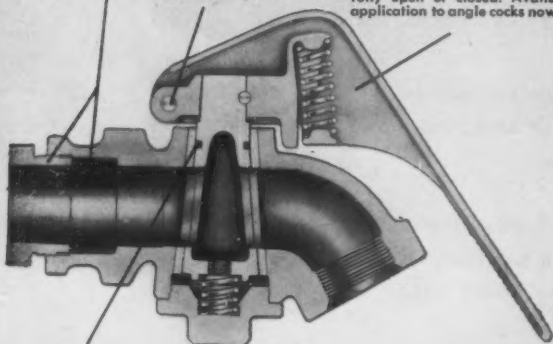
Brake pipe nipple length can fall anywhere within this range and still be perfectly sealed. Threaded nipple is not necessary but can be used if more convenient.

FOR PASSENGER CARS AND LOCOMOTIVES:

New Wabco seal fitting is same as for freight car angle cock shown above.

Shouldered pin

Strong spring is compressed when handle is raised. Socket is snapped into locking position when handle is fully open or closed. Available for application to angle cocks now in use.



Sealed key is identical to freight car angle cock key shown above.

DON'T tolerate a high air leakage rate on your trains. Use the new Wabco seal Angle Cocks for tighter seals.

The sealed key is new, with an "O" ring seal that stays tight through a wide range of key wear.

The brake pipe connection is new. A rugged Wabco compression ring replaces the old tapped thread. Tolerance for length of pipe nipple is now provided.

The spring-locking handle is new for passenger cars and locomotives. When the handle is removed to fully open or closed position a strong spring snaps the socket into locked position and keeps it there. A shouldered pin provides proper freedom of handle movement.

The sealed key and spring-locking handle are available for application to present angle cocks. See your Westinghouse Air Brake representative for more information.

Westinghouse Air Brake

COMPANY

AIR BRAKE DIVISION



WILMERDING, PA.

Current Statistics

| | |
|--|-----------------|
| Operating revenues, two months | |
| 1955 | \$1,473,724,375 |
| 1954 | 1,466,077,085 |
| Operating expenses, two months | |
| 1955 | \$1,151,779,868 |
| 1954 | 1,209,001,363 |
| Taxes, two months | |
| 1955 | \$ 148,010,751 |
| 1954 | 141,143,814 |
| Net railway operating income, two months | |
| 1955 | \$ 134,444,567 |
| 1954 | 76,095,396 |
| Net income, estimated, two months | |
| 1955 | \$ 99,000,000 |
| 1954 | 44,000,000 |
| Average price railroad stocks | |
| May 3, 1955 | 96.13 |
| May 4, 1954 | 64.90 |
| Carloadings, revenue freight | |
| Sixteen weeks, 1955 | 10,423,702 |
| Sixteen weeks, 1954 | 9,808,295 |
| Average daily freight car surplus | |
| Wk. ended April 30, 1955.... | 17,954 |
| Wk. ended May 1, 1954.... | 137,282 |
| Average daily freight car shortage | |
| Wk. ended April 30, 1955.... | 3,474 |
| Wk. ended May 1, 1954.... | 482 |
| Freight cars on order | |
| April 1, 1955 | 17,974 |
| April 1, 1954 | 20,966 |
| Freight cars delivered | |
| Three months, 1955 | 7,263 |
| Three months, 1954 | 13,741 |
| Average number railroad employees | |
| Mid-March 1955 | 1,007,371 |

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATIONS (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX, THE ENGINEERING INDEX SERVICE AND THE PUBLIC AFFAIRS INFORMATION SERVICE. RAILWAY AGE, ESTABLISHED IN 1856, INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE. NAME REGISTERED IN U. S. PATENT OFFICE AND TRADE MARK OFFICE IN CANADA.

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Week at a Glance CONTINUED

CTC does everything on this job on the Burlington.
Handles signaling for all Omaha terminal area train movements. **31**

BRIEFS

The passenger-service deficit for 1954 is now estimated to have been in the neighborhood of \$665 million. That is 6% below 1953's loss of \$705 million, but it is the third highest on record. Its other topper was 1951's \$681 million.

"A brilliant piece of work" is how President Eisenhower described the Cabinet Transport Report (*Railway Age*, April 25, page 49) at a press conference last week. Praising the analysis of transportation problems that went into the report, and acknowledging some "argumentative points," he said "the basic principles are commendable. Certainly I approve of them perfectly and the purposes they announce."

Those correspondence courses on traffic and transportation which the Northern Pacific made up for its own employees (*Railway Age*, February 14, page 11) are now being sought by a number of railroads in other countries. The Ferrocarril del Pacifico, of Mexico, has asked the NP if the courses may be translated into Spanish for use in the Pacific's own training program, and the NP reports inquiries also from France, Japan and Peru.

"C.T.C." (Cooperative Traffic Committees, that is), have paid off handsomely for the Rock Island. Early in 1954, when traffic was on the decline, the road organized a business getting campaign among employees, headed by men from the ranks, with company officers acting only in an advisory capacity. During its first full year, "C.T.C." is credited with having garnered 1,108 passengers, 2,321 carloads of freight and 1,870 lcl shipments. Local business and civic leaders are invited to openhouse rallies at diesel shops and freighthouses as part of the campaign (*Railway Age*, April 12, 1954, page 8).



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Tampers, Crib Cleaner, Ballast Distributor . . . TieMaster . . . LineMaster . . . SpikeMaster

ICC Seeks 4th Section Revision

Would eliminate "reasonably compensatory" provisions as "burdensome," useless—Division 2 acts on two key Fourth section petitions

The Interstate Commerce Commission has submitted to Congress recommendations for modifying Section 4 of the Interstate Commerce Act by removal of the "reasonably compensatory" provisions.

In the commission's words, this "would eliminate from Section 4 all unnecessary refinements of the long and short haul principle."

"Experience has shown," the commission's statement went on, "that the public interest is not being served by imposition of the restrictions in question. The history of their administration has proved them to be excessively burdensome to all concerned."

Source of dispute—Moreover, the commission continued, "almost all of the dissatisfaction with Section 4, which is expressed periodically by carriers and shippers alike, appears to stem from the same burdensome provisions."

Issued at the same time as the proposed legislative change were two Division 2 decisions bearing on Fourth section cases. In each of these, Docket

Numbers 26770 and 28580, railroads sought relief on a nationwide basis.

In the former, the roads asked for indefinite postponement of the effective date of circuitry limitations imposed by Fourth section order 17212, and sought modification of this order to eliminate circuitry limitations on class rate traffic. The division granted these petitions, holding that, under the Docket Number 28300 class rates—found to be reasonably compensatory—a "special case exists within the meaning of Section 4."

However, the division found it could not grant the other petitions, which sought general relief from the long and short haul provisions by permitting indirect routes to meet without limitations of any kind the rates and charges of direct routes.

Prohibited by statute—Here the division found that to grant the railroad petition—give them "carte blanche to move traffic over all circuitous routes without limitation of any kind"—would be to flaunt the law as it now reads.

Even if the commission had such authority, the division went on, it would still have to overcome the "reasonably compensatory" provisions of the law. It held that in a "proceeding of this magnitude and territorial scope" it was impossible to prove the rates would be "compensatory."

Commissioner Freas dissented from this, stating that where rates are proved to be compensatory the commission does have statutory authority to grant such relief as was sought.

Mr. Freas went on to endorse the action sought by the commission in its recommendations to Congress.

Self-operating—The amendment to Section 4, the commission stated, is "physically designed to make the Fourth Section self-operating" in equalizing rates over circuitous routes with those over direct routes. "No further authorization from the commission would be required other than the standard laid down by other sections of the act," the commission declared.

The commission reviewed the history of the Fourth section, noting its early "vigorous policy" had fallen victim to strict court interpretation of the section. The section was revived, the commission recalled, by the Mann-Elkins Act of 1910, but two "troublesome" refinements were introduced by the Transportation Act of 1920: The "reasonably compensatory" and the "equidistant provisions." The latter was abolished under the 1940 act and now, the commission went on, the former provision "no longer serves any useful purpose."



"TRANSPORTATION WEEK IN TEXAS," May 8-14, was officially proclaimed by Governor Allan Shivers (seated) in the presence of (left to right): James E. Taylor, executive director, Texas Motor Transport Association; Joe L. Erwin, division freight and passenger agent, Missouri-Kansas-Texas; Ray Brown, district sales manager, Braniff Airways; Frank Norton, regional director, Transportation Association of America, and chairman of the state-wide "week"; R. A. Hodges,

Southern Pacific; and H. J. Holzmann, general agent, Missouri Pacific. Designed to publicize the fact that continued successful operation, under private ownership, of all types of carriers, requires cooperation of operators, shippers and public, the week's events will include tours through transportation facilities in Texas communities; essay, poster and speaking contests in public schools; and special talks on transportation before various organizations.

"Why Should We Pay to Help Trucks?," Gurley Asks

The inequity of being burdened with "staggering sums" for payment of highway grade separations has been pointed up to the California Public Utilities Commission by President Fred G. Gurley of the Santa Fe.

Appearing before the commission in connection with proposed widening of an underpass at Hawthorne boulevard and the Santa Fe's harbor line in Los Angeles, Mr. Gurley said the case has "serious implications." It involves, he said, two instruments of transportation—the railroad, privately owned, and the highway, owned by the state. "Surely," he said, "the state, in exercising its legislative authority, should never legislate unfairly in favor of the interstate facility it owns, and treat unfairly the interstate facility privately owned."

The growth of truck and vehicular traffic brought on the need for widening the underpass, he explained. "When the Santa Fe's harbor line was built, the Santa Fe constructed all highway



LAST OF THE FIRST.—This veteran Consolidation was the last survivor of the Western Pacific's first locomotive order placed with the American Locomotive Company back in 1909. Outlasting 44 others of the same type, No. 63 remained in stand-

by service at Stockton, Cal., and occasionally handled a local freight run on the otherwise fully dieselized WP. With 1,026,875 miles of WP rails behind her, the locomotive has now been sold to the Purdy Company, to be cut up for scrap.

grade separations from its own funds. On these separations, like others elsewhere, the railroad is forced to continue to pay taxes. But the separations are freely used and enjoyed by truck competitors.

Still Adequate.—The [harbor] line built by us 30 years ago was entirely adequate for our business then, and . . . it is entirely adequate today. The proposals for widening [the crossing] stem from increases in highway traffic, not increases in railroad traffic."

Mr. Gurley termed it a matter of "grave concern" to assess railroads

unduly for such "unproductive proposals." Demand for payment of "staggering sums" to "sterile" projects from which railroads derive no benefit is to the detriment of railroads and of the nation's economy, he warned. Such contributions injure a railroad's "financial stability" and damage its "ability to perform the transportation service the economy requires of it. To take railroads' money to build these separations for use by competitors deprives us of . . . needed new technologies and new instrumentalities of transportation," he stated.

AAR Endorses Cabinet Report

Calls recommendations of Eisenhower advisory group an "important contribution" toward up-to-date transport policy—American Trucking Associations dissents

The board of directors of the Association of American Railroads has endorsed the report of President Eisenhower's Advisory [Cabinet] Committee on Transport Policy and Organization as "an important contribution toward working out to the best interest of the public the changes in transportation policy which are made necessary by changed competitive conditions."

This was announced by AAR President W. T. Faricy following the board's April 29 meeting in Washington, D.C. The report was released at the White House April 18 (*Railway Age*, April 25, page 49). Mr. Faricy's statement also said:

"The railroads agree with the judgment of the advisory committee that revision of the national transportation policy and the laws governing transportation is not only desirable in giving

the shipper and the ultimate consumer the benefits of the best service at the lowest cost but is essential to the maintenance of a strong system of common carrier transportation for defense mobilization or war.

"The railroads would have liked to see the committee's recommendations for greater reliance on competitive forces in transportation pricing coupled with recommendations for greater freedom in the use of different means of transportation and for greater equality among the different types of carriers in matters of taxation, subsidy, and charges for the commercial use of facilities provided at public expense. Nevertheless, the railroads regard the report as a whole as a distinct step toward greater equality in transportation, with improved service and economy to the public."

ATA Dissent.—The executive committee of American Trucking Associations also made an April 29 pronouncement about the cabinet report. It's "an economic booby-trap for small business," the ATA group said.

"It is a matter of regret," it added, "that a committee report such as this should purport to be an even-handed, impartial and complete study of transportation but turn out in fact to be an inadequate instrument, primarily supporting familiar proposals advanced for years by the railroads in their own interest."

ICC Proposes to Alter Loco-Inspection Rules

The Interstate Commerce Commission is proposing to amend its rules and instructions for the inspection and testing of locomotives other than steam.

To that end, the commission has instituted an investigation in the Ex Parte 174 case. The order, dated April 20, was accompanied by a statement of "tentatively proposed" revisions, and presentations with respect to the proposals may be submitted in the form of verified statements. The evidence-in-chief of all parties is due June 1.

Dieselization has made it necessary that the rules "be modernized to meet the changes in conditions and equipment," the commission said.

Bills in Congress

Listed below, with their sponsors, are bills of interest to the railroads which have been introduced in Congress since the latest previous listing in *Railway Age*, April 4, page 15.

Introduced in House.—H.R.5104, H. R.5149, H.R.5173, H.R.5182, H.R.5305, to amend the Railroad Retirement and Railroad Unemployment Insurance Acts (Springer, Ill., Dollinger, N.Y., Klein, N.Y., Sullivan, Mo., Mack, Ill., respectively).

H.R.5218, to amend the Railroad Retirement Act to provide that an individual with 30 years of service may retire regardless of age, and that any other insured individual may retire at age 60 (Zelenko, N.Y.).

H.R.5272, to amend the Railroad Retirement and Social Security Acts to eliminate provisions which restrict the right of a survivor to receive benefits simultaneously under both acts (Denton, Ind.).

H.R.5346, to provide relief against discrimination in interstate transportation (Reuss, Wis.).

H.R.5361, to amend the Railroad Retirement Act (Blatnik, Minn.).

H.R.5426, to amend the Railroad Retirement Act to permit an individual with 40 years' service to retire regardless of his age, and to increase annuities by providing an alternative base for computing monthly compensation in the case of service before 1937 (Hyde, Md.).

H.R.5656, to provide that the transport tax shall not apply to amounts paid for the transportation of "certain farm commodities and livestock from farm to market" (Dorn, S.C.).

H.R.5702, to amend the Railroad Retirement Act (Bennett, Mich.).

H.R.5801, to amend the Railroad Retirement and Social Security Acts to eliminate all restrictions upon the right of a widow to receive benefits simultaneously under both acts (Cretella, Conn.).

Introduced in Senate—S.1589, to amend the Railroad Retirement and Railroad Unemployment Insurance Acts (Hill, Ala., for himself and 29 other senators).

S.1777, to authorize railroads to carry a disabled individual and an attendant for a single fare (Smathers, Fla.).

S.1819, to amend section 5 of the Interstate Commerce Act (Smathers, Fla.).

Illinois Central "Doesn't Want Or Need Santa Claus"

"Unrealistic regulation based on horse-and-buggy conditions have forced railroads to crawl when they should have been free to race forward in stride with other American industry. Governmental help in research has been extended to every other form of transportation but not to railroads. Now it is being suggested in government councils that it is time for such research help to be extended to railroads.

"I don't know what other railroads think of the idea, but on the Illinois Central, we neither want nor need a Santa Claus," Wayne A. Johnston, president of the IC, has told the Chicago chapter of the Controllers Institute of America.

"Although railroads have yelled at having their toes trampled, they have not asked for a subsidy to offset those going to their competitors. We feel the solution of the transportation problem is not a federal handout to railroads. Such a practice would only make a bad situation worse. What the railroads want is what every basically sound business wants—equal treatment at the local and national level."

Question—Commenting on the proposed \$101-billion federal highway program, Mr. Johnston asked: "Can even the richest nation in the world afford a hundred-billion-dollar road program when it is finding it difficult to keep up the ones it already has?"

Competitive Transport

What If Specialty Carriers Did Take Over? Monopoly?

"There seems to be increasing support in public and private circles for new and revolutionary modes of transport that cater to particular patterns of traffic density. There is also a strengthening and revamping of older forms so they can join the newcomers in a race to see how well their services can be adapted to production of low-cost transportation for concentrated movements of selected heavy commodities between large centers of production and consumption. This portends a golden age of specialized transportation—an application of the common carrier concept in reverse," says Warren W. Brown, president of the Monon.

While railroads would be the first casualty of a full-blown trend toward specialty freight carriers, shippers—and even specialty carriers themselves—would suffer in the end, Mr. Brown told the Traffic Forum of Youngstown, Ohio. As specialization increases and common carriers find their more lucrative tonnage lost, railroads will gradually lose their capacity to compete and shippers will be faced with a tool growing less workable every day, he said.

New Monopoly?—"One of the arguments advanced against any lessen-

ing of railroad regulation is the contention that, once loosened from its shackles, the railroad industry would run wild through a process of competitive insanity in the pricing field and put other agencies out of business. You are told that the user of transportation will find himself back where he was 75 years ago, at the complete mercy of a transportation monopoly. But it seems to be equally terrifying to wonder at whose mercy the user of transportation would find himself if the railroad industry were further seriously weakened," Mr. Brown continued.

Taking as examples oil pipelines and the proposed Ohio conveyor belt for coal and iron ore, he went on to say: "If railroads paralleling these routes were to be dried up, there would be no competing element of transportation to which the industrial traffic manager could divert his tonnage. There would be no element with which to counter institution of a scale of abnormal rates by each of the specialized modes of transport. Theirs would be a secure position. . . .

More Regulation—"If the user has suffered sufficiently, the specialized transport agencies will find their original status changed. Users, acting in concert, will see that these carriers are brought under proper regulatory and legislative restrictions.

"Liberal doses of legislation and restrictions are not in the best interests of the American economy, regardless of where they are applied. Creators of specialized transport and users of all transport can take a lesson from the retrogression which has taken place in the railroad industry's ability to serve in the last 15 years. To avoid these pitfalls of the future, it will be necessary to redefine the purpose, the necessity and the intent of each transportation system," Mr. Brown concluded.

Hidden Danger—Elsewhere in his talk, Mr. Brown warned: "One of our greatest dangers is that collectively we might allow ourselves to be warmed and deluded by a gratifying upturn of the business swing and by improved revenue results in our transportation system. Under such conditions we might ignore the very serious incipient dangers that the glow of prosperity hides."

Use of Heavier Trucks On Highways Seen Rising

The proportion of trucks weighing more than 30,000 lbs on the highways rose to new heights in 1953.

The April "Monthly Comment" of the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, shows that there were 200 such trucks per thousand counted, eight more than in the previous peak year, 1951.

Correspondingly, the report shows the proportion of trucks weighing less than 30,000 lbs decreased from 812



TO FIX A WRISTWATCH?—No, the 24-inch adjustable wrench is being checked out of the tool room of the Standard Railway Equipment Com-

pany's Hammond, Ind., plant where it is used on the company's 4,000-ton hydraulic press which hot forms steel plate into box car ends.



NEW TRAINS FOR CANADA

THE FASTEST and most luxurious passenger trains ever operated on



regular schedules across Canada—the Canadian Pacific's "Canadian" and the Canadian National's "Super Continental"—began their maiden transcontinental runs between Montreal, Toronto and Vancouver April 24 (*Railway Age*, April 25, page 38). Above, left, the domed, stainless-steel "Canadian" leaves Montreal on its first 2,881-mile journey, which began (left) when W. A. Mather, CPR chairman, watched by Montreal Mayor Jean Drapeau, pulled a special switch which cleared the train for its initial run. Above, right, passengers on the "Super Continental" watch an experiment, conducted by DuMont, with closed-circuit television, which may become a regular feature for entertainment of passengers on the train's 2,930-mile trip.

At the right, S. F. Dingle, operating vice-president of the CNR, hands orders for the train's first run to Engineman C. H. V. Collard, in the presence of Conductor P. A. Potter. Both trains are diesel powered,

and both consist of their respective companies' newest equipment.



per thousand in 1952 to 800 in 1953. There were 188 per thousand in the above-30,000-lb category in 1952.

Of those trucks weighing more than 30,000 lbs, the "Comment" reports that there were 66 per thousand counted weighing 50,000 lbs or more, 60 per thousand between 40,000 and 50,000 lbs, and 74 per thousand between 30,000 and 40,000 lbs. Each of these proportions was above that recorded in 1952. The report also shows that the greatest increase among these categories since 1949 is in the 50,000-lbs and over bracket, which registered only 36 per thousand counted in 1949.

Confining the study to tractor-trailers alone, the report shows a 60.6% rise in the proportion of such vehicles weighing more than 50,000 lbs since 1949, when 127 vehicles per thousand counted were tallied. In 1953 there were 204 vehicles in this weight classification per thousand tractor-trailers counted, seven more than in 1952. Of all tractor-trailers with weights of 30,000 lbs and over, the proportion in 1953 was reported as 597 per

thousand vehicles counted. This was a 1% rise over the 1952 count of 591 and a 14.8% increase over the 1949 count of 520.

The report states that the Bureau of Public Roads estimates that tractor-trailers hauled almost 76% of all highway ton-miles on rural roads in 1953 as compared with about 66% in 1949.

Set Helicopter Goal at 133 Million Passengers

A travel market of 133 million passengers a year on intercity trips of 150 to 700 miles is the target of the helicopter industry, according to Civil Aeronautics Administrator F. B. Lee.

He told the American Helicopter Society on April 28 that this passenger volume would almost quadruple present-day airline customers and offered Washington-to-New York City routes as indicative of the expected service. He said there would be 286 daily rotor-

plane movements between those two points in 10 years' time, with close to 1.5 million passengers carried to points on the route yearly.

Mr. Lee stressed the problems that face the industry in handling such passenger loads, and said the service must be brought to the customers "where they work and live." That means, he said, centrally located "heliports," and added that "we could hardly overlook the importance of making adequate provision for such traffic in terms of CAA-operated airways, CAA-administered safety regulations and the Federal Aid to Airports program."

ICC Accuses Oil Truckers Of Reciprocity Practices

The Interstate Commerce Commission has launched an investigation into alleged reciprocity agreements between bulk oil motor carriers and shippers of oil and oil products. Both common

and contract carriers were brought into the investigation which, the commission announced, is based on the practice whereby transportation of oil or oil products "is dependent upon the extent to which the motor carrier purchases petroleum products and other products sold by the shipper." The practice also involves, the ICC said, surrender by the motor carriers to the shippers of "reciprocity credit" representing purchase of shippers' products "by the motor carrier and others, including motor carriers of commodities other than bulk petroleum and petroleum products."

Operations

GN Will Cut Time Of "Empire Builder"

Coincident with the first use of its new dome cars, the Great Northern will speed up the westbound schedule of the "Empire Builder" between Chicago and the Pacific Northwest May 29.

Running time between Chicago and Seattle (via the Twin Cities) will be cut from 45 to 44 hours. Service to Portland (via the Spokane, Portland & Seattle through Spokane) will be reduced to 43½ hours. A later departure from Chicago (2 p.m., CST) will be provided.

Deliveries of the new dome equipment began at St. Paul this past week. When the Budd Company completes deliveries, each of the five train sets will have three dome coaches and one full-length dome car for sleeping car passengers.

GN Expands Piggyback

Less-carload shipments between Grand Forks, N.D., and Fargo switched over to piggyback on the Great Northern May 2. The new service, which also includes East Grand Forks, Minn., will later be extended to and from the Twin Cities. Loaded flat cars move at night, with deliveries at each end scheduled for early the following morning.

To date, the GN also is operating piggyback service between the Twin Cities and Fargo, Fargo and Minot, the Twin Cities and Duluth and Superior, between cities in the Pacific Northwest, and from those points to and from California in connection with the Southern Pacific.

Coming in June— Stewardesses on the NP

Sometime about the middle of June the Northern Pacific will establish stewardess service on its "North Coast Limited" between Chicago, the Twin Cities and the Pacific Northwest.

Miss Lila Brekke, of St. Louis, a

graduate nurse and former stewardess-nurse on the Chicago & North Western and the Baltimore & Ohio, is presently recruiting young women between the ages of 22 and 27 for the service. To qualify, an applicant must be a registered nurse with at least one year's experience. G. W. Rodine, passenger traffic manager of the NP, says the service will be "an innovation in our territory."

PRR, Erie, Centralize New York Perishable Handling

The Pennsylvania and the Erie will centralize their New York City perishable fruit and vegetable unloading operations and auctions on city-owned Marine and Aviation piers 27, 28 and 29, North River, effective August 1. The Erie will transfer its operations from city-owned piers 20 and 21, which will free the waterfront area there for development of steamship piers to replace existing railroad piers.

Transfer of the Erie's operations was contingent upon the PRR signing a 10-year lease with the city for use of the piers at an annual rental of \$401,945. The Erie will reimburse the PRR for part of the annual rental, the amount being dependent upon tonnage handled by the Erie at the piers.

Labor & Wages

L&N Strike Spreads to K&IT

Latest victim of the prolonged strike against the Louisville & Nashville and its affiliated roads (*Railway Age*, May 2, page 8) is the Kentucky & Indiana Terminal, at Louisville, Ky. The K&IT has been effectively halted, although the striking unions—the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Firemen & Enginemen, and the Railroad Yardmasters of America—deny any dispute with the K&IT and say the move is simply one to avoid "hazardous" conditions of work for their men.

On April 25 the K&IT embargoed all traffic for interchange with the L&N after picket lines were formed to halt such interchange. Although the K&IT did secure a temporary injunction to prevent the picketing, the move had little effect because train crews would not report for work. Although the embargo was subsequently lifted, the K&IT has been pretty much at a standstill ever since.

The move affected freight and passenger services of the K&IT's three parent roads—Baltimore & Ohio, Southern and Monon—and left the city of Louisville with a seriously curtailed flow of rail traffic. Many Louisville industries faced shutdowns. The Monon and the B&O transferred their pas-



THE "DAY-NIGHT DUPLEX"—offering near-sleeping car comfort to coach passengers—was unveiled by the Pullman-Standard Car Manufacturing Company in Chicago, May 2. Its semi-private compartments offer individually controlled lighting, heating and air conditioning, chaise lounge seats, and leg rests. A standard 85-ft car of this type will accommodate 56

passengers and provide eight private dressing rooms, each complete with hopper, washstand, dental bowl and mirror. The mock-up pictured here was first revealed to those attending the spring meeting of the American Association of Passenger Traffic Officers. It is now on display at Pullman, Inc.'s industrial showroom at Michigan avenue and Adams street, Chicago.

passenger operations across the Ohio river to New Albany, Ind. The Southern cancelled entirely its one daily passenger train.

Meanwhile violence continues, and the outlook for settlement of the L&N strike seemed no better as this issue was prepared. Unemployment and economic hardship was becoming severe in some of the more isolated districts in Kentucky, where coal mining has been halted because of the strike. There was some likelihood that governors of the affected states might hold another conference and possibly again seek White House intervention in the eight-week-old strike. So far the L&N has not laid off any of its help remaining on the job, but its losses have been pegged at \$1 million a month.

Overseas

Australian Electrification Starts Operation

The first stage of electrifying the main line railway between Sydney and Lithgow, in New South Wales, Australia, is now complete. In February 1955, the first section, between Parramatta, in the suburbs of Sydney, and Blacktown, was opened to traffic as an electrified line. It is expected that the second section, between Blacktown and Penrith, will be electrified by September of next year, and the final stage to Lithgow by the middle of 1957. Altogether 82 route-miles, including 232 miles of track, will be electrified.

A considerable amount of electrification was carried out in Sydney and its suburbs between 1926 and 1951. The present changeover from steam to electric traction has been necessitated by increasing freight traffic, which must be moved on grades up to 3%.

The 1,500-volt d-c system is used, and all motive power will be equipped for regeneration.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended April 30 totaled 730,137 cars, the Association of American Railroads announced on May 5. This was an increase of 24,289 cars, or 3.4%, compared with the previous week; an increase of 82,212 cars, or 12.7%, compared with the corresponding week last year; and a decrease of 51,362 cars, or 6.6%, compared with the equivalent 1953 week.

Loadings of revenue freight for the week ended April 23 totaled 705,848

cars; the summary, compiled by the Car Service Division, AAR, follows:

| REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, April 23 | | | |
|---|------------|-----------|------------|
| District | 1955 | 1954 | 1953 |
| Eastern | 124,212 | 107,814 | 135,408 |
| Allegheny | 144,537 | 115,170 | 139,104 |
| Poconchos | 59,048 | 44,311 | 55,687 |
| Southern | 107,960 | 116,629 | 133,744 |
| Northwestern | 101,003 | 86,825 | 122,247 |
| Central Western | 113,685 | 102,853 | 113,737 |
| Southwestern | 57,303 | 52,580 | 59,877 |
| Total Western Districts | 271,991 | 242,258 | 295,861 |
| Total All Roads | 705,848 | 626,182 | 779,804 |
| Commodities: | | | |
| Grain and grain products | 45,713 | 42,269 | 42,395 |
| Livestock | 8,819 | 8,069 | 8,817 |
| Coal | 116,755 | 97,253 | 124,974 |
| Coke | 11,285 | 7,537 | 14,310 |
| Forest Products | 41,785 | 40,049 | 46,289 |
| Ore | 49,541 | 31,790 | 78,350 |
| Merchandise i.c.l. | 61,324 | 61,890 | 69,654 |
| Miscellaneous | 370,626 | 337,325 | 395,015 |
| April 23 | 705,848 | 626,182 | 779,804 |
| April 16 | 674,389 | 612,884 | 751,628 |
| April 9 | 663,462 | 606,790 | 721,139 |
| April 2 | 659,059 | 599,302 | 704,517 |
| March 26 | 639,447 | 601,414 | 715,333 |
| Cumulative total, 16 weeks | 10,423,702 | 9,808,295 | 11,276,918 |

In Canada.—Carloadings for the seven-day period ended April 14 totaled 61,512 cars, compared with 71,605 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|----------------------|---------------------|-----------------------------------|
| Totals for Canada: | | |
| April 14, 1955 | 61,512 | 30,019 |
| April 14, 1954 | 66,274 | 29,561 |
| Cumulative Totals: | | |
| April 14, 1955 | 993,898 | 463,236 |
| April 14, 1954 | 969,605 | 423,973 |

Organizations

P&S Division Meets In Chicago May 16-18

The 29th annual meeting of the Purchases & Stores Division of the Association of American Railroads will be held in the Palmer House, Chicago, May 16, 17 and 18. The May 16 and 18 sessions will be held in the Grand Ballroom; the May 17 session in the Red Lacquer Room. The program follows:

MONDAY, MAY 16
Morning Session—10 a.m.

Call to order by Chairman G. E. Wilson, manager of stores. Reading—Invocation—Remarks by Chairman Wilson—Appointment of committees (Resolutions and Memorials)—Action on minutes of 1954 annual meeting—Communications and announcements—Report of General Committee—Address by J. A. Fisher, president, Reading.

Committee Reports:
Manual Rules (C. J. Moisan, chairman, office manager, Illinois Central).

Scrap (N. B. Coggins, Jr., chairman, assistant general purchasing agent, Baltimore & Ohio; A. G. R. Duncan, superintendent timber preservation, Burlington; W. H. Lloyd, stores manager, Rock Island; and R. W. Seniff, manager research, B&O).

Afternoon Session—2 p.m.

Discussion on inspection of materials by panel consisting of V. N. Dawson (moderator), assistant purchasing agent, Baltimore & Ohio; A. G. Behorfooth, general purchasing agent, Southern; H. R. Duncan, superintendent timber preservation, Burlington; W. H. Lloyd, stores manager, Rock Island; and R. W. Seniff, manager research, B&O.

Committee Reports:
Electronic, Signal and Communications Material (J. B. Cady, chairman, assistant general purchasing agent, Southern).

Petroleum Products and Coal (H. E. Martin, chairman, purchasing agent, St. Louis-San Francisco).
Index and Interchange Prices (H. V. Gamper, chairman, assistant general purchasing agent, IC).

TUESDAY, MAY 17

Morning Session—9:30 a.m.

Annual Essay Contest Committee (F. W. Pettit, chairman, general purchasing agent, Western Maryland).

Committee Reports:

Purchasing Department Procedures (J. R. Clary, chairman, general purchasing agent, Nickel Plate).
Office Supplies and Equipment (N. E. Yeatts, chairman, stationery storekeeper, Chesapeake & Ohio).

Material Handling (J. W. Hickey, chairman district storekeeper, New York Central).

Simplification and Standardization (L. R. Gurrath, chairman, chief stockman, Chicago, Milwaukee, St. Paul & Pacific).

Annual Luncheon: Address by Charles F. Honeywell, Administrator, Business and Defense Services Administration, U.S. Department of Commerce.

Afternoon Session—2:30 p.m.

Discussion on standardization by panel consisting of C. E. Swanson (moderator), assistant general purchasing agent, Burlington; A. L. Essman, chief signal engineer, Burlington; G. J. Hoffman, purchasing agent, Pennsylvania; J. D. Loftis, assistant general superintendent motive power and mechanical engineer, Rock Island; A. M. McHenry, general storekeeper, Santa Fe; and G. M. O'Rourke, assistant engineer, maintenance of way, IC.

Committee Reports:

Forest Products (H. C. Morrison, chairman, assistant purchasing agent, Pacific Fruit Express).

WEDNESDAY, MAY 18

Morning Session—9:30 a.m.

Committee Reports:

Terminal Storekeeping (F. A. Murphy, chairman, regional storekeeper, B&O).

Stores Department Procedures (E. M. Pulsipher, chairman, assistant general storekeeper, Great Northern).

Diesel Parts (E. M. Hickox, chairman, assistant general storekeeper, Union Pacific).
Steering committee—Committee on committees—Resolutions committee—Memorials committee—Nominating committee—Election of officers—Introduction of new chairman and vice-chairman.

Frank A. Smith has joined the Transportation Association of America as transportation economist, at Washington, D.C. He has, for the past four years, conducted research studies for the Transportation & Communication Department of the Chamber of Commerce of the United States, and has been secretary of the chamber's National Transportation Policy Subcommittee.

Guy R. Glover, assistant to vice-president of the Burlington, has been elected president of the Chicago Traffic Club for the coming year. He succeeds E. W. Giron, general traffic manager, Wilson & Co.

W. C. Cole, traffic consultant, Portland, Ore., has been elected president of the Pacific Coast Advisory Board, succeeding N. E. Ottsen, traffic manager of Plywood Mills, Inc., of Eugene. Nelson M. Hickox, traffic manager, Western Paper Converting Company, Salem, was named vice-president, succeeding Mr. Cole; while Chester D. Roberts, traffic manager, Hooker Electrochemical Company, Tacoma, Wash., was elected executive secretary, succeeding Mr. Hickox.

Newly elected officers of the Railroad General Agents Association of Los Angeles are: President, Douglas Seaman, district passenger agent, Pennsylvania; vice-presidents, G. T. Buckley, district freight and passenger agent, Gulf, Mobile & Ohio; C. O. Huff, general agent, passenger department, Rock Island; and M. C. Mauhs, district freight representative, Baltimore & Ohio; and secretary-treasurer,

R. L. D. McAllister, general agent, passenger department, Santa Fe.

Major transportation questions of importance to the St. Louis area will be discussed at an all-day session of the Mid-Continent Institute of Transportation, at the Jefferson Hotel, St. Louis, May 19. The meeting is sponsored by the **Transportation Association of America**, in cooperation with several organizations in Missouri and Illinois. The luncheon speaker will be Charles H. Beard, chairman of the transportation council for the Department of Commerce, and general traffic manager, Union Carbide & Carbon Corp.

Herbert H. Harwood, general passenger agent of the New York Central at Cleveland, has been elected to a two-year term as regional vice-president for the midwest of the **National Travelers Aid Association**.

John F. Forrester, car service agent for the Association of American Railroads at New York, has been appointed secretary of the **Atlantic States Shippers Advisory Board**, succeeding Frank J. Murphy, retired.

The 11th annual convention of the **National Association of Railway Business Women** will be held at the La Salle Hotel, Chicago, May 24-26. Charles H. Mottier, vice-president and chief engineer of the Illinois Central, will be the speaker at a dinner on the 26th.

A meeting of the **Eastern Car Foreman's Association** will be held at 7:45 p.m., May 13, in the Engineering Societies building, New York. Speakers will be Timothy Loftus, electrical foreman, Lackawanna, on "Our Maintenance Practices on Air Conditioning"; and H. S. Clarke, New England manager, Safety Car Heating & Lighting Co., on "Air Conditioning on Passenger Equipment in Theory and Practice." A buffet supper at the Old Timers Grill, at 6 p.m., will precede the meeting.

The **New England Railroad Club** will hold its annual dinner at the Hotel Statler, Boston, at 6:45 p.m., May 12.

Equipment & Supplies

CNR Orders Cars, Diesel Unit, for \$3.5 Million

The Canadian National has ordered 230 freight cars and one 1,750-hp diesel unit at an approximate cost of \$3,500,000. The National Steel Car Corporation will build 200 50-ton refrigerator cars; Marine Industries, Ltd., 30 30-ton ore cars; and General Motors Diesel, Ltd., the diesel unit.

FREIGHT CARS

New-Type Car Announced By Shippers' Car Line

A new-type container car for bulk movement of powdered or granular products has been announced by the Shippers' Car Line Corporation, an ACF Industries subsidiary.

The company expects to have 1,500 such cars in operation within five years. Each car has 28 separate aluminum containers, all of which, it was said, can be unloaded by one man in one hour.

The **Bessemer & Lake Erie** will place 250 of its 70-ton hopper cars in the shops of the Greenville Steel Car Company for heavy repairs. Work is scheduled to begin next August.

The **Seaboard Air Line** soon will begin to rebuild, in its Portsmouth, Va., shops, 300 50-ton gondola cars, at an approximate cost of \$987,000.

LOCOMOTIVES

The **Western Pacific** directors have authorized purchase of eight 1,750-hp general purpose diesel units at an approximate cost of \$1.5 million.

IRON & STEEL

The **Ministry of Communications**, Railway division, government of Pakistan, Karachi, is inviting bids for supply of 39,000 long tons of 60-lb, 75-lb and 90-lb steel rail, plus necessary joint bars, according to *Foreign Commerce Weekly*. Bidding documents are obtainable from Pakistan.

SPECIAL

The **Union Miniere du Haut Katanga**, Elisabethville, Belgian Congo, has ordered 51 Western dual-side pivot-door automatic air dump cars from the Baldwin-Lima-Hamilton Corporation. The cars, to have capacities of 28 cu yd or 50 tons, will be built for 3½-ft-gage track.

New Facilities

New Travel Center Opened by Rock Island

"Sun Country" styling, air conditioning, and reservations without waiting in line, highlight a new travel center just opened by the Rock Island in La Salle Street station, Chicago.

To provide for faster reservations, the railroad moved its reservation bureau from the seventh floor of the building and combined it with ticket offices on the ground floor. Burroughs "Ticketeer" ticket-printing machines are used for all tickets—local, interline, Pullman and commutation, making it possible to sell all classes of tickets at any window.

The new center also features a travel service office where patrons may receive assistance in planning long or unusual trips.

Soo Line.—The maintenance budget contemplates expenditure of \$15,300,000 for both roadway and equipment in 1955, G. A. McNamara, president, told the April 29 luncheon meeting of the New York Society of Security Analysts. Actual maintenance expenditures for 1954 totaled \$15,915,610. The roadway improvement budget provides for renewal of six permanent-type bridges, consisting of steel spans supported on concrete pile bents and abutments, at a cost of \$172,000. A boiler shop building in Minneapolis will be changed into a diesel repair shop at an estimated cost of \$150,000. One "spare diesel engine and two spare traction motors" also will be purchased, Mr. McNamara said.

Supply Trade

American Brake Shoe Makes Executive Changes

American Brake Shoe Company has announced the following executive ap-
(Continued on page 33)

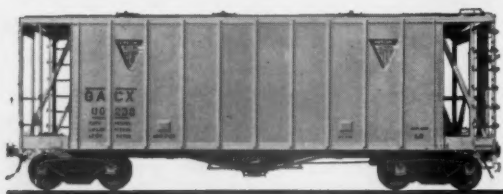
FIRST-PLACE TROPHY for meritorious achievement in the field of transportation and travel publicity was awarded to the Union Pacific by the American Public Relations Association at its annual convention in Philadelphia April 22. The symbolic silver anvil, presented for the railroad's weekly "Wish You Were Here" travel stories, was received by David J. Phillips (right), of the UP's public relations department, who originated the idea. The APRA award is the third which Mr. Phillips' stories have won for his railroad; others came from the Federation for Railway Progress and the Midwest Travel Writers Association.





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Questions

At the 1954 annual meeting of the American Association of Railroad Superintendents, that body's committee on Greater Utilization of Diesel Power recommended "a mechanical examination . . . as a part of qualification for an engineman and an examination for newly qualified firemen." What is the practice on your road?

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

and Answers FOR THE TRANSPORTATION DEPARTMENT

Personal instruction emphasized; examinations not the rule.

"When steam power, on a seniority division, is replaced with diesel power, we usually assign a few diesel units at a time. Road foremen of engines ride with the crews operating them until the engineman and fireman (helper) can successfully handle them alone. Crews do not take an examination at that time.

"An instruction book entitled 'Mechanical Instructions for Enginemen,' contains a short, simple explanation, in question and answer form, of operation of the diesel engine and its appurtenances, electrical equipment, steam generators, air brake apparatus and train handling instructions. Each member of the engine crew is required to familiarize himself with the contents of this book and to carry the book with him while on duty.

"Before a fireman (helper) is promoted to engineman, he must pass a satisfactory examination, based on this book, with a grade of 80%. Road foremen of engines hold, semi-monthly, mechanical instruction classes which enginemen attend, and problems which arise in the course of their work are discussed to their satisfaction. No diesel instruction car is operated at the present time."—S. L. Fee, vice-president, Burlington.

"We did not require a formal examination to be taken by enginemen before they could operate a diesel locomotive in regular service. Each engineman, however, accompanied by a competent supervisor, was required to take out the diesel on his regular turn. He was instructed by the supervisor and required to handle the locomotive. The supervisor stayed with him until he was satisfied that the engineman could handle the diesel satisfactorily, after which he was OK'd for regular service. This plan was followed until all enginemen were qualified to handle the diesel.

We did not have perfect operation from everyone, but considering everything, I think we made the change-over with reasonable success.

"With education in mind rather than censure or discipline, we did, at this time, start giving wide publicity to any so-called man failures which resulted in material train delays. Names of the individuals concerned were not revealed, but we would try to show what the engineman did that was wrong or what he failed to do that might have readily corrected the situation. These

irregularities received wide publicity and we feel they had a remarkable effect in preventing a recurrence of these incidents.

"We feel that education in connection with diesels is an ever-present problem, due to changes and improvements being made in the diesel locomotive. Therefore, we have a first-class instructor on our instruction car. The car itself is equipped with many instructional visual aids."—C. A. Johnston, general manager, Wabash.

"Our road foremen were sent to the diesel builders' plant and school before diesel power was delivered to our line. . . . Instructions to enginemen comprised 12 lessons, generally requiring 12 trips, before the engineman was reported as qualified to handle the diesel without a road foreman present. These 12 lessons covered hand brakes, engine cooling water, lube oil, governor oil, isolation switch, fuel overspeed trip, ground relay, starting and stopping the diesel engine, starting contactors, fuses, push buttons, recovery of PC switch, reverser position, etc. On engines equipped with a steam generator, crew members were schooled on filling the coils, blow down of separator, remote control of steam heat line shut-off valve, how reset, stop and check valve, high and low temperature stack-switch, blowing down coils and refilling them, and stopping and starting steam generator. The engineman was schooled by the builder's representative or a road foreman, if two road foremen were available, while a road foreman handled the train.

"Enginemen who had been promoted on steam power were qualified by the road foreman when the 12 lessons were completed satisfactorily. During the transition period from steam power to diesels, firemen being promoted were examined on both types of power, more stress being placed on diesel subjects.

"Firemen are given a progressive examination by the road foreman, known as the first and second year examinations. The third year or final examination for promotion is conducted by our general diesel and air brake supervisor. Our instruction car is used when an examination for promotion is conducted."—E. F. Tuck, chief mechanical officer, St. Louis-San Francisco.

[If railroads answering this question are a fair sample, a written examination appears to be the exception.—G.C.R.]

More correct answers received to car service "quiz."

Additional replies to the March 14 car service "quiz" were received before the correct answer was published in

the April 25 issue. The total number of solutions received was 539; the total of correct solutions was 324. Just



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2 The "D" self-loads in most scraper dirt... needs no pusher or other help to handle small-yardage jobs. For bigger jobs, 2 "D's" with dozer blades can push-load each other. Rig's high speeds make long hauls economical... its speed and short 13' turn radius enable it to outproduce much larger, more expensive crawler-scrapers, even on short hauls.

3 The "D" speeds service year-around. In rainy seasons, it keeps going when other equipment stalls... in snow country, equipped with a 9' V-type plow, it pays winter dividends clearing yards, crossings, and roads. Big tires do not chamfer ties, loosen rails, or trip signals.

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DP-820-RR-z

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half—50%—of those who sent in correct answers are *Railway Age* subscribers; only 5% of those who sent in answers which were not completely correct are regular readers.

In addition to those whose names were published April 25, pages 34-36, correct answers were received from each of the following:

ASSOCIATION OF AMERICAN RAILROADS (Car Service Division)—B. L. True, car service agent, Portland, Ore.

ATLANTIC COAST LINE—L. A. McLean, gang foreman, Waycross, Ga.

CHESAPEAKE & OHIO—Whitt Ross, engine supplyman, Huntington, W. Va.

ERIE—R. J. Allen, yardmaster, and R. R. Silverthorn, yard clerk, Sharon, Pa.; V. J. Derner, agent, New York; C. Gilchrist, foreman, and J. Kondratuk, flag clerk, Jersey City, N. J.; R. K. Ward, relief clerk, Hammond, Ind.

GREAT NORTHERN—E. Anderson, yard clerk, Klamath Falls, Ore.; E. E. Brink, car service agent, C. R. Ellis, Jr., assistant to trainmaster, C. L. Hogan, W. H. Little, and M. J. Sommers, Great Falls, Mont.; O. J. Desjardins and G. B. Rasmussen, car distributors, Grand Forks, N.D.; Leonard Elliott and T. G. Hooker, Wenatchee, Wash.; G. A. Erickson, agent, and G. E. Gifford, assistant agent, Fargo, N. D.; C. E. Eudy, chief dispatcher, Havre, Mont.; F. E. Kling, agent, Alexandria, Minn.; J. B. Reese, agent, Rosau, Minn.; L. Samuelson, agent, E. Grand Forks, Minn.; J. A. Whittaker, station inspector, Whitefish, Mont.; T. J. Kelly, agent, Fergus Falls, Minn.

NEW HAVEN—T. J. Sommer, signal station operator, Harrison, N. Y.

NEW YORK CENTRAL—R. K. Ellsworth, agent, Fulton, N. Y.; J. A. Hebert, agent, Ottawa, Ont.; G. F. Lanigan, agent, Lake Placid, N. Y.

PENNSYLVANIA—W. Knell, agent, Ada, Ohio.

READING—C. E. Knauf, transportation clerk, Philadelphia.

SOUTHERN PACIFIC—W. Miller, San Luis Obispo, Cal.

OTHER THAN RAILROAD REPRESENTATIVES—J. C. Christen, general agent, Wabash, Frisco & Pacific Association, St. Louis; A. Gmelin, Cranford, N. J.



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Socialized Railways Get Market Freedom

Here certainly is a paradox—the managements of the socialized railways of England and France have been given almost complete freedom in running their business—at least from the standpoint of competitive pricing. Meanwhile, the privately operated railroads of this country continue to be tied down by the most intricate and rigid controls to which any industry has ever been subjected.

The progress toward commercial freedom of the British railways has been reported frequently in these pages (e.g., April 18 issue, page 11). That of the French railways is outlined in an authoritative recent book* of 450 pages by René Bourgeois, associate chief of the traffic department of the French National Railways.

The French railways are shown to be far ahead of the rail carriers of this continent in their progress toward solving the problem of competition from other forms of transportation, especially by highway. It is perfectly true, of course, that the French railways have been greatly aided in their competitive situation by the fact that they are a government enterprise. This has helped them in two ways—(1) it has made government more “rail-minded” and a lot less partial to rival agencies of transport than government has been over here, and (2) there is no inter-railroad competition to complicate the situation. On the other hand, these political advantages of the French railways are heavily discounted by the fact that their cars are small, their trains light, and their locomotives still largely steam. It is doubtful that the railways of France have an average cost advantage, as compared to highway transportation, which parallels that obtaining in America.

But—comparative political treatment aside—it is in re-rating their freight services, changing over from a monopoly basis to a competitive one, that France's railway progress is most clearly outstanding.

Since 1951, the French railways have not had to publish the actual rates they charge. There are published tariffs covering all kinds of freight, but the railways are free to make “tariff agreements” with specific shippers or groups of shippers. These

reduced (contract) rates have to be approved by the Minister of Transport, but they do not have to be published. As a result of this freedom, says M. Bourgeois, the railways have “*abandoned the ad valorem rate-making of monopoly days and have gone over to rates based on net costs, i.e., the same basis truck operators use in their pricing.*”

Since 1951 many rates have been published, not as a single price, but as maximum and minimum—actual charges being levied at some point between these limits, depending on local conditions. For example, if there are two movements of equal mileage but different operating costs, the movement over the more costly route will have a charge near the maximum and the less costly operation will have a rate near the minimum. Some of the other varieties of rate reductions—made to share with customers the benefits of their increased patronage of railway service and their help in permitting more economical railway operation—include the following.

Reductions for regular patrons—If a shipper's tonnage attains a certain total during the course of a year, he becomes entitled to a rebate—e.g., a patron whose tonnage reaches 10,000 will usually earn a discount of 30 per cent.

“Engagements of fidelity”—That is, a patron who contracts to give all of his traffic of a certain kind to the railway will receive an agreed-upon discount for all tonnage moving in accordance with this agreement.

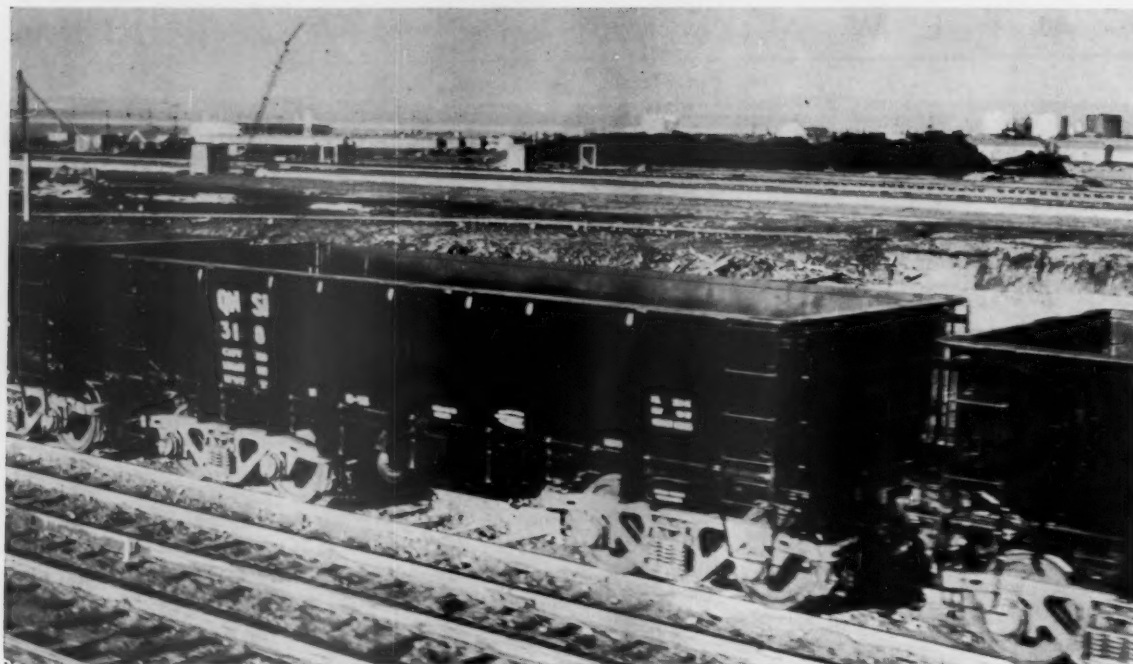
Specific contract rates—Whereby some traffic is handled under an unusual system of charging. For example, mineral water is moved all over France—not by weight, but at a certain zone charge (5 zones) per bottle. The producers' book-keeping is simplified, and the railway gets all of the business.

Much lower rates for heavier loading of cars—A practice which has brought an increase of more than 50 per cent in the average load per car.

Trainload rates—The discount goes as high as 55 per cent, but to get the best rates the shipper has to supply his own cars of a high net-to-tare ratio, and absolve the railway entirely from any switching or classification expense.

It is the belief of M. Bourgeois that the coordination of transportation (i.e., giving each agency the traffic for which it is economically superior) can best be achieved by making comparative rates which will reflect the relative economy of the alternative transportation services. He also believes that “knowledge of net costs is, in many circumstances, indispensable to the railway operator, particularly on the commercial side of the business.”

*“L'Exploitation Commerciale des Chemins de Fer Français.” Published by Editions Léon Eyrolles, 61 Boulevard St. Germain, Paris. Price 2900 francs (about \$8.25), not including mailing costs.



GONDOLA CARS of this type were used in tests. They are equipped with ASF ride-control trucks, Timken roller bearings and two clasp brakes per wheel.

FOR ROLLER-BEARING CARS . . .

What Is the Rollability?

Results of tests give answers to these questions:

- How does the performance of roller-bearing cars differ from that of cars with solid bearings?
- Must special precautions be taken in humping roller-bearing cars in existing yards?
- Should roller-bearing cars be considered in design of grades for new yards?

This article is based on an address presented at the recent annual meeting of the American Railway Engineering Association by Alfred V. Dasburg, transportation research engineer of the General Railway Signal Company. Test data and yard profiles were furnished by P. C. Paterson, service manager, Railway division, Timken Roller Bearing Company, Canton, Ohio, and N. D. Vernon, engineer, Iron Ore Company of Canada.

In recent years there has been a trend toward greater use of roller-bearing-equipped freight cars. Generally these cars have been built for a special service and their operation has been limited to lines of the owning roads. However, increasing numbers are now being found on lines and in yards where they have not been previously

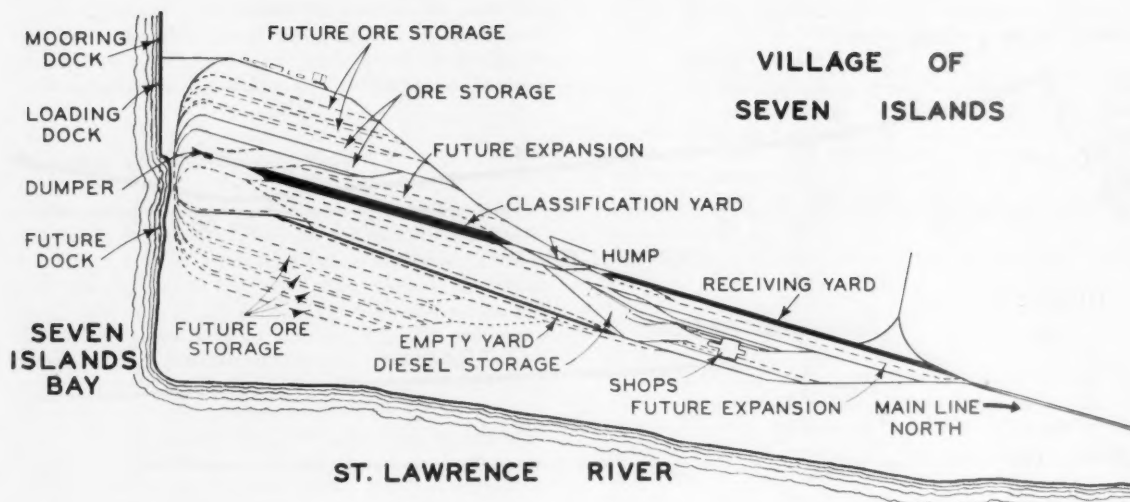
Experience based on tests by one railroad which oper-

ates a single type of roller-bearing car, is outlined in this article. Admittedly, this represents an idealized approach, but it may serve as a guide to the more complex problems of handling such cars in mixed-traffic gravity yards.

The rolling resistance tests described herein were made at the ore loading and stock-piling facilities installed by the Iron Ore Company of Canada at Seven Islands, Que. The sketch map on the next page shows the relative location of major elements of the terminal.

How Facilities Are Used

All loaded cars enter the classification yard in single-car cuts because they are weighed in motion. The dumper is designed to handle single or two-car cuts with a cycle time of approximately one minute. Two-car cuts are



ORE HANDLING yard at Seven Islands, Que., shown here schematically, was location of tests of roller-bearing cars.

used to load ore boats. Single cars are used to stockpile ore, since there is now only one ore stacker. A second stacker will be added in the future, and this will permit two-car dumping for stock piles.

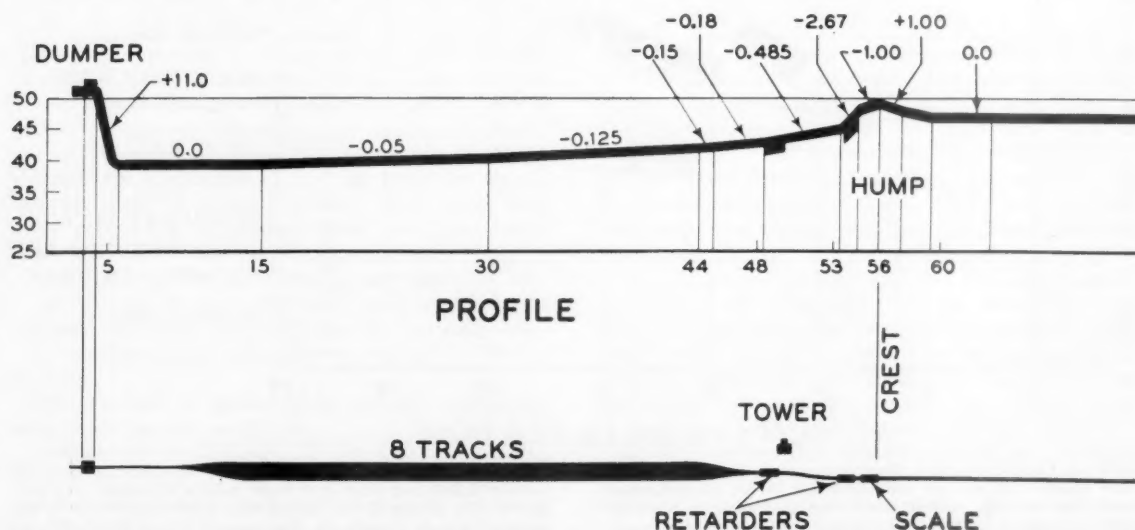
Tests were made for the purpose of establishing final grades in the classification and empty yards. In order to reproduce actual operating conditions, it was decided to test a single car with maximum load, a single empty car, and an empty two-car cut. The cars used for this service were built by the Pullman-Standard Car Manufacturing Company. They were designed to carry a load of 95 tons, and their tare weight is approximately 27.3 tons. They are equipped with ASF ride-control trucks, Timken roller bearings, and two clasp brakes per wheel. No special precautions were taken to produce minimum rolling-resistance conditions. Rails and car trucks were relatively new and free from wear.

The Timken Roller Bearing Company furnished the

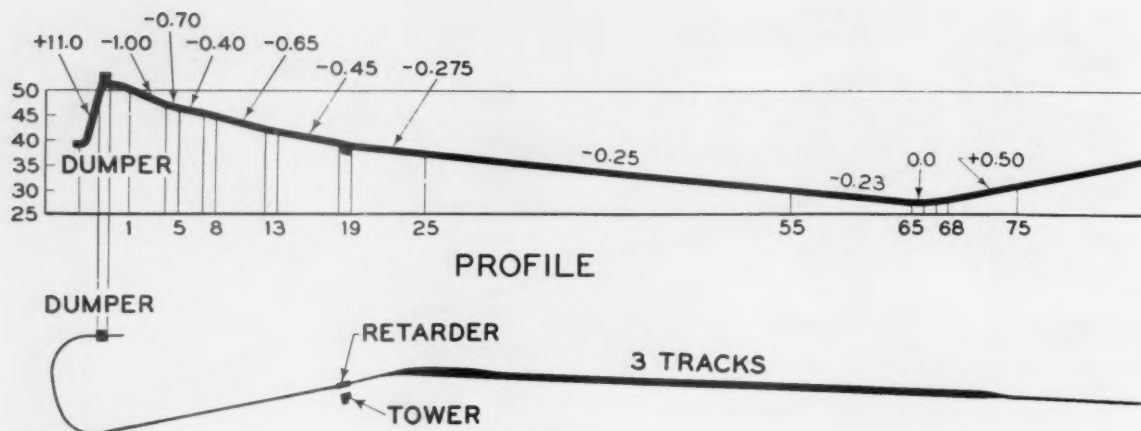
equipment used to determine velocity. This was done by recording wheel revolutions per second. Comparative rollability of empty and loaded cars was determined by plotting roller resistance as equivalent grade against velocity in miles per hour.

Curve resistance was determined on a 19-deg curve with 88.5 deg of central angle, which is located on the semi-circular track between the dumper and the empty yard. This curve is laid with 100-lb rail to a gage of 4 ft 9 in. The outer rail of the curve was greased. Temperature during the tests ranged between 34 deg F and 55 deg.

The estimated resistance of the loaded car at an average speed of 10.50 mph was 0.0118 ft per degree of central angle. The value for an empty two-car cut at an average speed of 10.58 mph was 0.0138 ft per degree. The value for a single empty car at an average speed of 7.87 mph was 0.0145 ft per deg. The total weight of the



GRADES in classification yard, where tests were made, were designed to avoid wide variations in leaving speeds at retarders.



EMPTY YARD receives cars by gravity as they come from dumper. Tests on empty cars were made here.

cars for each of these three conditions was 251,150 lb, 109,200 lb and 54,600 lb, respectively.

One of the drawings shows the grades through the classification yard. These grades permit handling cars to the far end of the yard or to near-end clearance without requiring wide variations in leaving speeds at the group retarder.

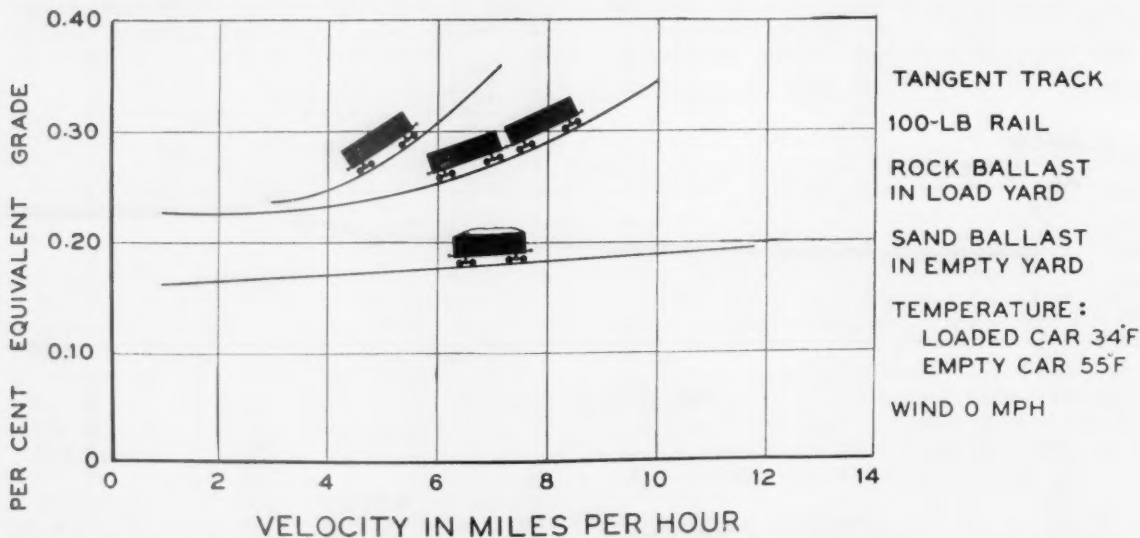
Another drawing shows the grades from the dumper into the empty yard. These grades insure that, under average operating conditions, both single and double cuts will reach Station 65. It is thus possible to build up 125-car trains on a single track.

In actual practice cars will overtake each other and drift down in groups until stopped by the plus grade at Station 67. A head wind will tend to gather cars into groups even before they reach the body tracks. However, unless the wind is severe, the cars eventually drift down to the end of the yard. Strong tail winds will cause the

cars to accelerate. Under such conditions they are released from the retarder at minimum speed to avoid excessive coupling speeds.

Results of tests of this character are entirely valid only for the particular yard and conditions under which the tests are made. Variations may arise depending on local conditions. However, there was an opportunity to check results against the performance of a single ore car with a light load in St. Luc yard on the Canadian Pacific. The resistance of this car was found to be 0.26 per cent at a speed of 3 mph, which is close to the values obtained at Seven Islands.

The increase in rolling resistance with velocity for the empty cars suggests that penetration of a yard can be obtained most efficiently by extending the grade rather than by releasing cars at high speed. This fact influenced the final choice of grades in the empty yard at Seven Islands.



LOWER CURVE in this chart represents the action of a fully loaded ore car on tangent track in the classification yard. The average rolling resistance at 4 mph is approximately equal to that of a 0.175-per cent equivalent grade. This resistance increases slightly with increased speed. The middle curve is for an empty two-car cut in the empty

yard. The average equivalent grade resistance is approximately 0.235 per cent at 4 mph, which increases to 0.345 per cent at 10 mph. The action of a single empty car in the empty yard is shown on the upper curve. Here the resistance is approximately 0.25 per cent at 4 mph, which increases to approximately 0.35 per cent at 7 mph.

The difference in resistance for loaded and empty cars illustrates the difficulty in selecting a body-track grade which would be suitable for both operating conditions. This is particularly true in a yard where the body tracks are long.

In Range of Solid-Bearing Cars

The rolling-resistance values obtained in these tests are within the range which will be encountered with solid-bearing cars. The lowest reported resistance for a loaded roller-bearing car is 0.075 per cent. This is the break-away value of a 70-ton gondola car with brake-shoe drag eliminated as measured at Altoona, Pa. The rolling resistance of well-maintained loaded solid-bearing cars has been measured to be as low as 0.08 per cent. It is, therefore, reasonable to assume that the performance of well-maintained solid-bearing cars and those having roller bearings will be similar.

From the results obtained in this test, and results reported from other experiments, it is possible to draw several conclusions:

(1) The behavior of roller-bearing cars is fundamentally the same as that of solid-bearing cars except for their low starting friction and greater uniformity of operation. Therefore, both types can and should be handled in the same manner while in motion. However, the easy starting characteristics of roller-bearing cars may create a problem of possible roll back caused by wind or a reverse grade in the profile of the yard.

(2) Roller-bearing cars can be handled in the same manner as solid-bearing cars in existing yards if the yard grades have been designed for easy-running solid-bearing cars. When grades are such that roller-bearing cars accelerate, some solid-bearing cars will also accelerate. Here

the question of numbers plays a part. The acceleration of a few cars may be overlooked, whereas many accelerating cars of either type can create a definite problem.

(3) Roller-bearing cars should be considered in designing grades for new yards. If the yard is to handle only this type of car the grades can be tailored to the operation, as was done at Seven Islands. When roller-bearing cars are to be mixed with solid-bearing cars they should be treated in the same manner as easy-running, solid-bearing cars with respect to body-track grades. If the yard is to be bowl-shaped the per cent and the amount of the plus grade, as well as the location of skates, should take into consideration the low starting friction of the roller-bearing cars.

A Matter of Compromise

The choice of grades in a gravity yard is always a matter of compromise between safe coupling speeds, the range of rolling resistances to be handled and the distance the cars are to run. In the early days it was reasoned that the average car should be driven well into the yard. Body-track grades were selected to accomplish this with the knowledge that some cars would accelerate sufficiently to cause damaging impact.

There are now more solid-bearing cars which are easy running, and greater attention is being given to the question of lading damage. Therefore, the trend recently has been towards lighter grades through the body tracks. This means that easy-running cars are less likely to accelerate, while at the same time hard-running cars will stop sooner. It seems fair to state that roller-bearing cars present no greater problem in gravity yards than the best solid-bearing cars. Both must be considered in planning yard grades if maximum performance is to be achieved.

How to Cool a "Piggyback"

Controlled use of dry ice offers way for railroads to expand T-O-F-C service into new field at low cost

Recent developments in the use of dry ice to produce "controlled cold" in truck trailers may point the way toward transportation of perishables and frozen foods in railroad "piggyback" service.

Two units—one developed by Clifford Manufacturing Company, Waltham, Mass., and the other by Hunter Manufacturing Company, Cleveland, Ohio—have been tested in dry ice refrigeration under controlled conditions.

These units call for minimum en route servicing, with no defrosting. Because they are non-mechanical, the manufacturers claim they will provide maximum reliability and freedom from breakdowns caused by vibration or shock.

They are said to operate up to 50 hours without re-icing under average conditions.

Limited tests in "piggyback" operation, coordinated by the Liquid Carbonic Corporation, have been conducted in movements of dairy products, frozen foods and hanging fresh meat. It is reported that loads were shipped successfully in 32-ft trailers on flat cars from Illinois to

New Jersey, New Jersey to Illinois and Nebraska to Illinois, respectively. Exact control was possible over both temperature and carbon dioxide gas from the melting ice.

Shipper reaction to these initial "piggyback" tests has been favorable. The Illinois-New Jersey experiment (via Nickel Plate-Lehigh Valley) involved the use of a Clifford unit on a shipment of cheese. Kraft Foods Company, the shipper was pleased with the unit's "remarkable performance."

"I am impressed particularly," said R. A. Blocki, assistant general traffic manager, "with the suitability of this type of equipment for use in connection with rail piggyback loads. It needs no outside power and has shown that it will effectively control the inside temperatures of trailer loads of perishable products on our shipments."

Both the Clifford and Hunter units have thermostat control for maintaining desired temperatures. Escaping carbon dioxide gas from the ice can be used in the cooling process or vented to the outside. This gas can be beneficial to some commodities, like fresh meat, but with others, particularly leafy vegetables, direct contact is



INSTALLED BENEATH the trailer, the Clifford cooling system makes use of ceiling coils inside the van. Carbon

dioxide gas from the melting ice forces the refrigerant through the coils in a constant flow.

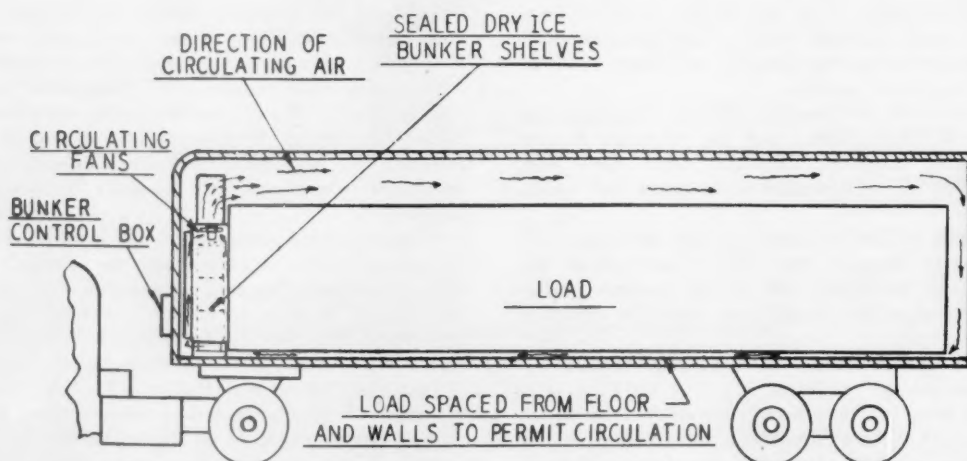
harmful. The use of dry ice has produced, in test, controlled temperatures ranging from ten below zero to 60 deg F.

The Hunter unit is blower operated and can take its small power requirements from an ordinary truck battery. Two fans are the only moving parts of the system. As shown in the accompanying diagram, the unit is installed inside a trailer, at the front. Motor carriers have used the Hunter unit widely, including movement of frozen foods.

A more recent entry, the Clifford unit is self-contained and pressure controlled. It installs, "possum-belly" fash-

ion, beneath the trailer, and there are no powered mechanical parts. Clifford emphasizes that a trailer can be shipped in "piggyback" service "with no concern for mechanical failure en route."

Operating cost data of dry ice units has been developed, based on tests conducted by the U.S. Department of Agriculture. The department set up over-the-highway movements to study temperature performance and dry ice consumption. Frozen foods were moved from Florida to Texas, Florida to New Jersey and Florida to California. The cooling costs—considering dry ice at 4 cents a pound—ranged from .024 cents to .048 cents per mile.



BLOWER FANS help circulate air around lading in the Hunter dry ice refrigerating system. An ordinary truck battery provides power for the fans.

- The federal government is the transportation industry's biggest customer, but . . .
- Poor organization and consequent waste, plus . . .
- Widespread disregard of the intent of the National Transportation Policy, prove that . . .

Uncle Sam Isn't Smart Traffic-Wise

"Task force" for Hoover Commission reports Section 22 abuses—Some of its recommendations "watered down"

The report on government traffic management recently filed with Congress by the Hoover Commission failed to incorporate some of the recommendations of its transportation subcommittee. The report of this subcommittee, or "task force," has since been submitted to Congress.

In many respects the subcommittee report served as the basis for the commission report, described in *Railway Age*, April 4, page 46. Some significant differences between the two documents are apparent, however.

The "task force," for example, asserts that the original purposes of Section 22 of the Interstate Commerce Act, providing for negotiated reduced rates on government traffic, have been distorted—to the disadvantage of the carriers. The task force recommends legislation to eliminate this section from the act, but the commission—formally designated the Commission on Organization of the Executive Branch of the Government—did not go along with this recommendation, though it noted that the subcommittee sets forth "many cogent reasons" for the proposal.

The task force recommends that an officer of "assistant secretary" rank be given the job of administering management of traffic and transportation in the Department of Defense.

The Hoover Commission, however, thought "adequate results" could be obtained "by enlarging the authority of a director of transportation."

Further, the subcommittee recommended that both military and civilian traffic departments of the government establish auditing sections for transportation billing, "combining preaudit and final audit into one operation, so organized that carrier charges will be paid within 30 days." The Hoover Commission, on the other hand, said such an arrangement would, under present circumstances, "be unattainable." Such a system, it added, might increase delays in payment.

In general, the subcommittee has found some things to praise, but it also has brought to light much evidence of poor organization and consequent waste. It reveals

that many government buyers of transportation are disregarding the national transportation policy, as prescribed by Congress.

The chairman of the subcommittee is Perry M. Shoemaker, president of the Lackawanna. The freight part of the study had John B. Keeler (formerly traffic vice-president of the Koppers Company) as its director; and the director of the passenger study was former ICC Commissioner James K. Knudson. The report was reviewed by the following traffic department heads of 13 of the country's leading industrial corporations: C. H. Beard (Union Carbide), Richard M. Boyd (Pittsburgh Plate Glass), H. J. Carroll (Goodyear Tire), Lee R. Cowles (Standard Oil Indiana), H. C. Crawford (Bethlehem Steel), A. P. Heiner (Kaiser Steel), Robert W. Marshall (DuPont), E. G. Plowman (U. S. Steel), H. D. Rhodehouse (Republic Steel), G. H. Shafer (Weyerhaeuser Sales), K. L. Vore (Westinghouse Electric), J. A. Wallace (Ford), and D. G. Ward (Olin Mathieson).

These traffic authorities concur with the subcommittee's views on traffic management, but not necessarily on the wording of the report. The subcommittee also had the cooperation of the heads of the eight associations representing the various agencies of transportation—railroads, bus operators, truck operators, air transport, ocean carriers, and inland waterway operators.

Defense Department's Set-up Separate

In the Department of Defense the subcommittee would have a traffic and transportation organization administered by an officer "at the assistant secretary level." "His office would have no responsibilities and duties except those pertaining to traffic and transportation. He should have all necessary authority to direct the traffic management activities, passenger and freight, in all the military services, including the coordination and consolidation of functions and facilities, to the extent that his office determines it to be necessary and practicable.

SOME OF THE GOVERNMENT'S QUESTIONABLE TRAFFIC PRACTICES

- Traffic is "auctioned off" by some government agencies—encouraging destructive competitive practices and disregarding the national need for the preservation of adequate common carrier transportation.

- There is duplication of traffic management functions by the four military branches—resulting in excessive expense for personnel, office space, files and equipment; and also producing wasteful conflicts in policies and practices. In fiscal 1954 traffic management cost the Army 2.2 per cent of the amount it paid for transportation. Cost to the Navy was 6.6 per cent, Air Force 3.9 per cent and Marine Corps 4.6 per cent.

- Management of passenger transportation in the Defense Department covers only group movement (15 or more), and privately owned commercial carriers got less than 18 per cent of total military travel expenditure in fiscal 1954. The amount of domestic official travel on aircraft operated by the military services is equal to, or exceeds, that by all domestic commercial carriers combined. A lot of travel is being done under an allowance of 6 cents per mile—resulting in increased cost to government; this allowance also is encouraging recipients of such allowances to "hitchhike." As a result, there is poor patronage by government of common carriers, railroads are reducing their passenger equipment and bus operators may do the same—threatening a shortage of common carrier transportation in a defense emergency.

- The free movement by the government, all

over the U.S. and the world, of the families and household goods (and automobiles) of armed forces members "constitutes one of the most stupendous and amazing transportation, storage, handling and expense problems in the history of armies, ancient or modern." This service is costing at least \$250 million a year.

- Military Air Transport Service, supposedly an international air line primarily, handled 1.8 million domestic passengers — a part of them "hitchhikers" who had already been paid a 6-cents-per-mile travel allowance. The Navy also has a similar air transport line ("Flogwings"), competing with domestic commercial carriers. In addition, the various military bases have "administrative" aircraft which are competing heavily with the commercial air carriers.

- "Most military personnel have been schooled in each service that the military commander must have absolute control of his supply line. With the zeal of tradition and long training we find the military fighting to maintain the integrity of this concept. It adds a tremendous dollar cost to the taxpayer. With the increasing tendency for some parts of the military to establish their own transportation systems, there is a real conflict with the public interest."

- There is no uniformity and consistency in the handling of government civilian traffic. Any agency that wants to manage its own traffic is permitted to do so and the plan for a central traffic management agency has not materialized.

The position should report to and be subject only to the overriding authority of the secretary of defense."

The subcommittee also favors an equal centralization of traffic functions for the civilian departments—specifically in the General Services Administration "a Central Traffic Management Division, adequately staffed and with sufficient authority to exercise effective control and management over all traffic and transportation policies, practices and activities within the civilian branches of the federal government"; and Public Law 152 should be amended to eliminate any exemption of civilian agencies from supervision and control of GSA Central Traffic Management. The same law should be amended specifically to separate military traffic management from GSA control.

The subcommittee believes there should be "a definitive expression of the transportation policy to be observed by those responsible for management of government traffic." As it is now, the congressional policy of "recognizing and preserving the inherent advantages" of the several modes of transportation—and fostering sound economic conditions in them, while discouraging destructive competitive practices—is being largely ignored. For example, organized military group movements are made on the basis of competitive bids. The subcommittee believes that—if the lowest bid is made possible, not by the inherent economy of the bidder's operation, but by reason of the availability to him of below-value rental equipment—then granting the traffic to that particular

bidder is inconsistent with national transportation policy. Present bidding practices inevitably lead to destructive competitive practices — hence, in the subcommittee's opinion, are at variance with national transportation policy.

Likewise thwarting this policy, the subcommittee believes, is the appearance of government agencies before the Interstate Commerce Commission in opposition to rate increases which may be necessary to the preservation of "a national transportation system adequate to meet the needs of the national defense." The subcommittee would like to see the national transportation policy amended to make it just as specifically applicable to "government in its capacity as a user of transportation" as in "its capacity as a regulator of transportation."

"A joint resolution should be enacted by the Congress authorizing and directing that distribution of government traffic, as between the several forms of transportation, and as between individual carriers, shall be made on a basis which in the judgment of the responsible traffic management office is fair, equitable and in furtherance of the National Transportation Policy."

Destructive Application

The subcommittee is particularly critical of the way Section 22 quotations are handled. It says: "Regardless of intentions, the effect of the procedure in many de-

(Continued on page 32)



IN A RARE MOMENT (no cars in sight) a Cotton Belt staff photographer made this sunrise portrait of the new general office building. It reveals a styling that is . . .

Functional, Simple, Comfortable

Air conditioned throughout, the Cotton Belt's new home at Tyler, Texas, has been planned to provide the best possible working conditions—To transplanted employees, it's all new from site to seats

There's a little story behind the picture above.

From the time scaffolding was removed from the exterior walls and the parking lot black-topped, the Cotton Belt's public relations department sought an opportunity to take a somewhat formal picture showing both main entrances. They didn't have much luck. Cars, trucks and building equipment were always scattered around the parking lot.

One of the photographers finally tried coming to work at the crack of dawn. But since some of the transportation department people had already moved into the building, cars of the third trick force were parked right at the east entrance. Debating, camera in hand, whether or not to shoot the scene anyway, he watched another car drive up. The tall, familiar figure of President H. J. McKenzie got out and hailed him: "What are you up to at this hour of the morning?"

After hearing the explanation, Mr. McKenzie said: "Wait a minute," and headed into the building. A few moments later out came several members of the night transportation staff. One by one they drove the offending cars to another parking spot behind the building. So thanks to President McKenzie and the enterprising photographer, we have this unobstructed view of the two front facades.

The provisions of adequate parking space for several hundred cars was a big consideration in picking a site for the new headquarters building. A committee of Cotton Belt officers combed Tyler and environs for a spot big enough for a low, spread-out building and parking for all employees, which was adjacent to main thoroughfares and utilities and close to, although not right in the center of town. They finally settled on a situation near

the intersection of two highways some ten blocks west of Tyler's central business district.

The site wasn't entirely level. Some 19,000 cu yd of excavation was required for the ground floor of the building and an additional 8,000 cu yd to level the parking lot. But it was almost ideal from every other standpoint. The lot was black-topped over a ferrous soil base. This soil, natural to the area, was bladed, rolled and then watered. It hardened almost like concrete. Sectional dividers are of concrete.

The lot presently accommodates some 200 cars. It will be enlarged as leases of prior occupants of parcels of

SOME STAY IN ST. LOUIS

The Cotton Belt consists principally of two railroad companies—the St. Louis Southwestern, a Missouri corporation, and the St. Louis Southwestern of Texas, a Texas corporation. The Texas company, a wholly owned subsidiary, was operated as a separate company until about two years ago, when the Interstate Commerce Commission authorized a consolidation in which the Missouri corporation leases the Texas company.

Although many functions of the consolidated company are now generally administered from the new Tyler headquarters, the road continues to maintain in St. Louis a portion of the executive and legal departments; the vice-president and purchasing agent and his entire staff; and a substantial portion of the traffic department, headed by the general traffic manager.

The president and general counsel divide their office time equally between St. Louis and Tyler.



MOVING DAY—one of many—finds an assortment of trucks lined up at the main entrance. Photo reveals the building's two inner courtyards and ground floor at the rear. Ultimately the entire block will be a parking lot.

land in the block expire. While a few employees now have to park in nearby streets, the lot pretty well takes care of the 500 persons working in the new building. Almost everyone drives.

Some of the employees double up in car pools and a few ride the city bus system. Almost everyone goes home for lunch—quite a departure from customs in St. Louis—

hence the lot has “rushes” at noon, as well as morning and night.

It clears quickly and with little confusion because it offers access to several streets. The exodus generally takes about six minutes.

Social Spot—The Patio

Perhaps the best term to describe the 200 by 250-ft building is “double hollow square.” It has two inner courts, 56 by 108 ft. In one of these, the ground floor is covered with lightweight concrete to provide a patio. The other has a conventional built-up roof with a pitch-and-gravel finish.

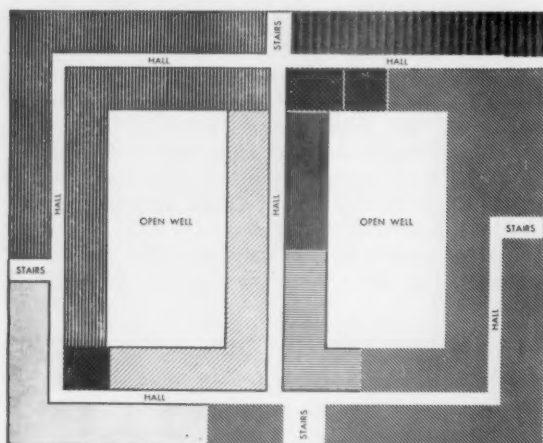
The ground floor of the building (not visible from the front of the building) is beneath these courtyards and covers the total area of the building. The paved patio has a large access door and has been equipped with decorative benches, gazing balls and plantings and is used for employee social functions which are held during clement weather.

Structural Features

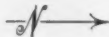
The building has a reinforced concrete frame supported on column footings. It has no bearing walls. Soil beneath the building proved to be exceptionally stable. The floors are of concrete joist construction and the exterior walls (including those in the courts) are of 8-in. hollow tile faced with grey brick and trimmed with Indiana limestone.

The two main entrances of the building are trimmed with Minnesota granite and aluminum and are framed in limestone. Windows throughout are double-hung sliding sash type and the mullions are aluminum. There are 640 windows in the building and virtually all of them have been equipped with venetian blinds.

The roof is a concrete slab deck with concrete joists and an asphalt gravel topping. Fiberglass insulation is used throughout. Interior partitions are formed of 4-in.



3rd FLOOR



OFFICES ARE ARRANGED so that each has at least one wall of windows. Since the open courts are not deep, inside windows are virtually as bright as those on the outside. Second floor scheme is essentially similar.

hollow clay tile plastered and sand finished. Ceilings are plaster over suspended wire lath. Acoustical tile is secured by adhesive on all office ceilings.

Flooring in the main entrances is terrazzo with large inlaid aluminum Cotton Belt emblems installed just inside the doors.

The building is devoid of wood except for the birch slab-type office doors. These have been louvered to permit a maximum flow of air for heating and air conditioning. The completely automatic heating and cooling systems use the same ducts. They provide a mixture of re-circulated and fresh air propelled by four separate fan systems, each of which serves a specific zone within the building.

In addition, there is a small independent system which runs constantly for those few offices that are on a 7-day 24-hour schedule.

The refrigeration system has 300 tons capacity. Fresh air is drawn into the duct system through large grills on either side of the east main entrance. Temperature in the various zones is controlled by thermostats which operate damper valves by compressed air. Heating requirements are handled by a gas-fired hot-water boiler rated at 129,500 Btu per hour.

Heating coils in the duct system are of copper tubing with copper fins.

"Coffee Breaks" and "Hi-Fi"

Flooring in the halls is generally rubber tile while asphalt tile is used in the offices. Some of the larger executive offices are carpeted with cushion pads laid directly upon the concrete but secured by cement and retaining strips.

Color schemes of individual offices vary but all are pastel and all have fluorescent lighting. Fixtures in certain executive offices are recessed. The top two floors house all offices except portions of the accounting department.

This and the mail room are at the west end of the ground floor which, at that point, is at ground level. Otherwise, aside from the heating and air-conditioning system, most of the ground floor is devoted to storage files.

Near the center of this floor is an auditorium designed for meetings and employee social functions. Present plans call for its use as a "coffee break" spot (nearly everyone goes home for lunch) and for special banquets, meetings and other gatherings.

The auditorium will comfortably hold 500 persons and is equipped with a high-fidelity public address system with eight permanent and two portable speakers. Coffee and snacks are handled by the employees' "Blue Streak Club," rather than by an outside caterer. Earnings of the club are used to finance employee social events and toward a proposed employee country club. The auditorium kitchen is equipped for the preparation of full meals, if the need arises. There is another smaller kitchen on the third floor next to the board of directors' room.

Because most of the offices are on either the second or third floors, only one elevator (a 4,000-lb hydraulic lift type) was included in the building plans. It is automatic.

The bulk of the interfloor traffic goes through



NO EX-ST. LOUIS FURNITURE HERE.—Practically all furnishings in the building were bought new. Transfer time from temporary Tyler quarters was thus reduced. Note the pneumatic tube station beneath fourth window at left.

four stair wells at each side of the building. The steps in these wells have an aluminum non-slip nosing strip with an abrasive filler.

Handrails, too, are aluminum.

Complete Intercom System

The communications department has just put the finishing touches on a 74-outlet interoffice communications system.

While its main job is communication within the departments, it has been wired so the vice-president and general manager can conveniently and instantly contact through his desk set all of the officers in the building who report to him.

There are two centralized dictation bureaus. The Operating Department, using Dictaphone equipment, has a system comprising three recorders, four transcribers and fifteen dictating stations. The Traffic Department, on the other hand, uses Edison Voicewriter equipment. Its network includes three recorders, five transcribers and fifteen stations. All other departments have their own stenographers.

Has Pneumatic Tube System

A pneumatic tube system, built by Grover Transitubes, carries messages to all parts of the building. It has 15 sending and receiving stations with a central station right in the communications department office. The system is powered by a compressor located near the boiler on the ground floor.

Wyatt C. Hedrick, of Fort Worth, was the building architect.

The O'Rourke Construction Company, Dallas, was the general contractor.



GN Aids Highway Safety

Installs modern, uniform crossing protection equipment on a continuing program, averaging one installation every two weeks

A reduction in accidents at highway crossings has resulted from the Great Northern's program of installing modern crossing protection equipment. Over a four-year program, the railroad has placed new equipment in service at 38 crossings. Short-arm gates with flashing-light signals were installed at 27 crossings; flashing-light signals with rotating "Stop" discs at 56, and flashing-light signals only at five.

Studies of rail and highway traffic were made at each crossing to determine the type of equipment and controls which would provide maximum protection for vehicular traffic, yet would not unnecessarily delay such traffic.

Three types of controls are used: (1) Straight track circuit; (2) track circuit with timing and approach circuits; and (3) manual. At main-line crossings where highway traffic is heavy, complete protection, including automatic short-arm gates with flashing-light signals, is installed with timing and approach circuits. At such installations, two approach circuits (short and long) and a timing circuit are used because of differences in train speeds. At highway crossings where vehicular traffic is relatively light, flashing-light signals with rotating "Stop" discs are used.

Two Approach Circuits

A typical installation employing short-arm gates with flashing-light signals with track circuit controls, using timing and approach circuits, is at the crossing of a state highway and the double-track main line near Long Lake, Minn. Maximum permissible passenger train speed is 79 mph and maximum permissible freight train speed is 50 mph. Trains traveling over 50 mph set the crossing protection equipment into operation when they enter the long-approach circuit, 2,600 ft in approach to the crossing. Trains traveling less than 50 mph do not

actuate protection equipment until they pass the short-approach point, 1,550 ft from the crossing. For eastward trains, the timing circuit is 2,650 ft long, with a 2,600-ft long-approach circuit and a 1,550-ft short-approach circuit.

One approach circuit on each side of the crossing is used at those highway crossings on secondary lines, branch lines and sections of the main line where there is no great differential between train speeds. These installations employ straight track-circuit control; most of them are on single-track lines where maximum permissible speed for all trains is 50 mph.

Lengths of timing and approach circuits vary because of the track layout at or near each crossing. Automatic block signals, turnouts, sidings or other highway crossings may require that circuit lengths be adjusted to meet the particular requirements of each installation.

At every highway crossing, a short track circuit extends across the street; if the crossing is occupied by a locomotive or car, this circuit will set crossing protection equipment in operation, regardless of the other type of track-circuit control in service.

Manual Control for Switching Moves

At most of the crossings in or near towns where sidings and spur tracks are located, over which numerous switching movements are made, switch key controls are provided for manual control of crossing protection equipment. Thus, trainmen can cut out operation of the equipment when switching moves are made on approach circuits, but the train or engine does not enter upon the crossing.

The crossing protection program, including engineering and installation work, was done by the railroad's signal department. Crossing protection equipment was furnished by the Griswold Signal Company.

DL&W Box Car Order Completed

ACF and Magor finish order for 1,000 cars, designed to require few repairs

The Lackawanna has recently received the last car of an order placed last August for 1,000 box cars, designed by the railroad to have a long, maintenance-free life. Five hundred of the cars were delivered by the Berwick, Pa., plant of AFC Industries, Inc., and 500 came from the Magor Car Corporation. Deliveries from both plants began in January and were completed during March.

These 50-ton cars have a nominal inside length of 40 ft, 6 in. and a light weight of 50,800 lbs. They are built of copper bearing steel with a structure heavier than normal for 50-ton cars. Two 41.2-lb Z-sections comprise the center sill. The side sills are 6 by 6 by 5/16-in. angles. The six floor stringers are 4-in., 8.2-lb Z-sections. They support a 2 3/8-in. wood floor, which is reinforced with a 3/16-in. steel protector plate 10 ft wide at the door opening. Each side assembly has two more posts than usual for a car of this type. Gussets are installed at the top and bottom of every post. The sheathing is riveted to the frame. Above the floor level between the side posts and over the ends 1/4-in. backing plates are installed. These plates fill the gaps between the frame members and reinforce the bottom of the lining. The lining is 5/8-in. plywood. Seventy-two lading strap anchors are provided on the side walls. The door openings are 8 ft wide.

All the cars are equipped with high-speed A-3 Ride Control trucks with 5 1/2-in. by 10-in. journals and one-wear wrought-steel wheels. The springs have 3 11/16-in. travel. Unit type brake beams are used. All the draft gears are of the high capacity rubber type. All the axles and some of the truck and air brake material came from the Lackawanna.

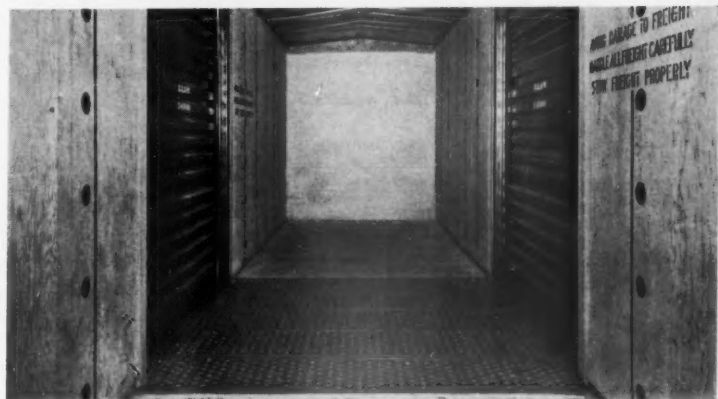
The road numbers of the ACF cars are 54000 to 54499, and the cars delivered by Magor are numbered 54500 to 54999.



MAGOR-BUILT CARS move to the Lackawanna. Placard boards on doors and ends can be reached from the ground.



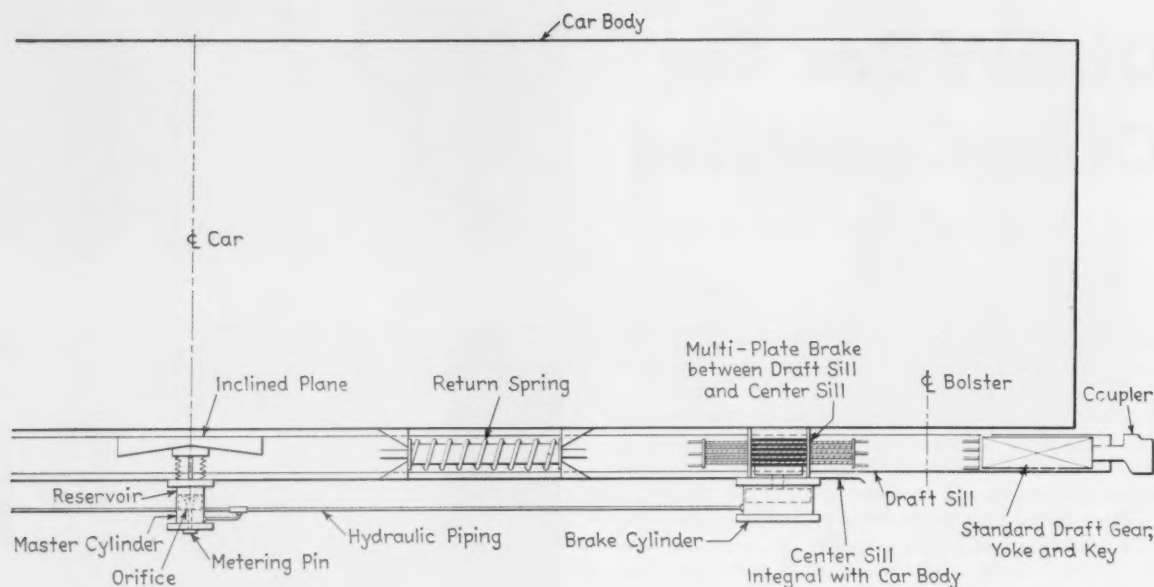
HEAVY FLOOR CONSTRUCTION is examined by a railroad inspector. Plates on sides and ends reinforce lining.



PLYWOOD LINING, lading anchors, 8-ft door openings and steel floor plates equip the cars for up-to-date service.

Partial List of Materials and Equipment on the Lackawanna Box Cars

| | | |
|--|--|--|
| Couplers | National Malleable & Steel Castings Co., Cleveland | National Malleable Steel Castings Co., Cleveland |
| Yokes | Symington-Gould Corp., New York | Symington-Gould Corp., New York |
| Draft gear | Scullin Steel Co., St. Louis | Crucible Steel Co. of America, New York |
| Centering devices | Symington Gould Corp., New York | Ride control trucks |
| Bolster center fillers; strikers | Cardwell Westinghouse Co., Chicago | American Steel Foundries, Chicago |
| Ends; roofs; floor plates | W. H. Miner, Inc., Chicago | Journal bearings |
| Doors and fixtures | Waugh Equipment Co., New York | Magnus Metal Corp., New York |
| Running boards and brake steps | Standard Railway Equipment Mfg. Co., Chicago | Alco Products, Inc., New York |
| Floor clips | Chicago | (Motor Wheel) T-Z Railway Equipment Co., Chicago |
| Primer and paint | Symington-Gould Corp., New York | Wheels |
| Truck bolsters | Youngstown Steel Door Co., Cleveland | Arma Steel Corp., Middletown, Ohio |
| Side bearings | Morton Mfg. Co., Chicago | Bethlehem Steel Co., Bethlehem, Pa. |
| Side frames | United States Gypsum Co., Chicago | Edgewater Steel Co., Pittsburgh |
| | MacLean Fogg Lock Nut Co., Chicago | United States Steel Corp., Pittsburgh |
| | Pittsburgh Plate Glass Co., Pittsburgh | Buffalo Brake Beam Co., New York |
| | Sherwin-Williams Co., Cleveland | Chicago Railway Equipment Co., Chicago |
| | Symington-Gould Corp., New York | Westinghouse Air Brake Co., Wilmerding, Pa. |
| | A. Stucki Co., Pittsburgh | Air brakes |
| | Symington-Gould Corp., New York | Hand brakes |
| | American Steel Foundries, Chicago | W. H. Miner, Inc., Chicago |
| | | National Brake Co., New York |
| | | Royal Railway Improvements Corp., Wilmington, Del. |
| | | Westinghouse Air Brake Co., Wilmerding, Pa. |



How SP Cushioning Device Works

A new hydrafriction freight-car cushioning device is now being developed by the Southern Pacific in conjunction with the Stanford Research Institute. As briefly explained in *Railway Age*, April 18, page 15, it utilizes hydraulic control of a friction mechanism which absorbs energy in proportion to the load and speed of impact. Patent applications are pending on the new construction, which requires an underframe of special design and hence is limited to use in new cars.

The SP 50-ft box car, equipped at Sacramento shops with the pilot model of this device, including a conventional draft gear in each end of the floating center sill, has been tested in road service and safety cushioned shocks at impact speeds up to 10 mph. This test car has been released to service on SP lines and its performance is being closely watched. The current problem is how to simplify the system and make it economically feasible for wider application.

Since the practicability of the device must be demonstrated by further experimental use and development under widely different operating conditions, no statement can yet be made about plans for the manufacture, sale or licensing of this device for general use.

Referring to the schematic drawing, the car sill, which carries the pull of the train from one coupler to the other, is separated from the car body by sets of plates that slide over one another. Half of these interlock plates slide with the car sill and the other half are restricted against the car body. The harder these plates are squeezed together the greater the sliding friction between them and consequently the more energy they will absorb.

The amount of this pressure must be varied according to the speed of impact and weights of the cars and their loads. The hydraulic system does this. An inclined plane

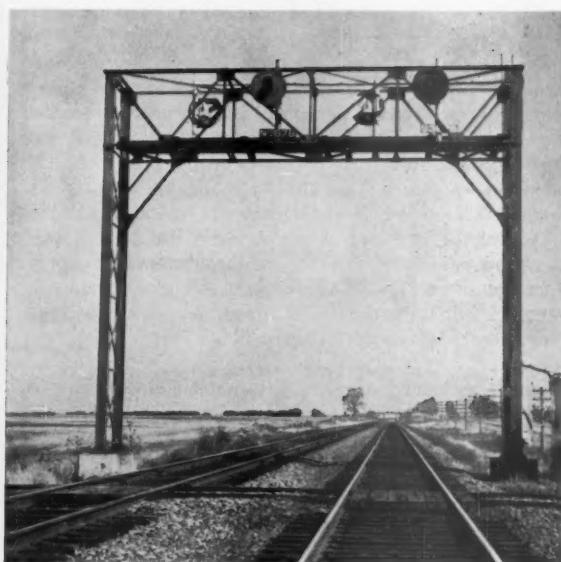
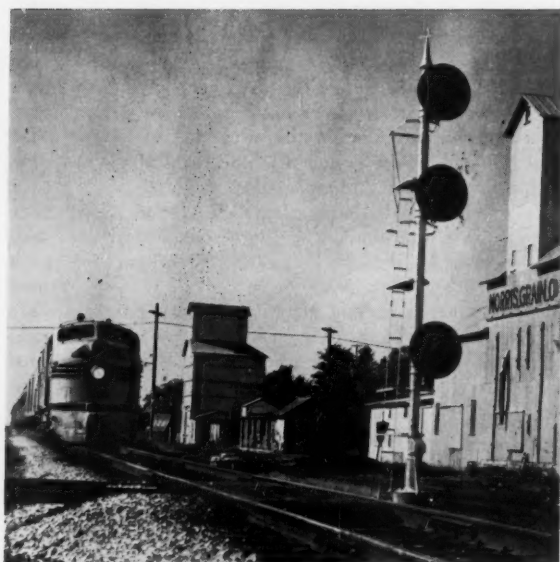
and crosshead assembly connects a cylinder containing oil between the car body and sliding sill. It generates an oil pressure proportionate to the movement of the sliding sill by use of a so-called metering pin. This oil pressure is transferred to a hydraulic ram acting on the stack of friction plates so that the greater the impact the greater the hydraulic pressure and the tighter the plates are squeezed together.

In operation, upon coupler impact, the conventional draft gear and draft sill are displaced simultaneously with respect to the car body. As the draft sill is moved by impact, the inclined plane, which is attached to the draft sill, is moved, pushing the piston in the master cylinder down.

The displaced hydraulic fluid at the bottom of the master cylinder escapes up to the reservoir through an orifice in the bottom of the piston. The metering pin projects through the orifice and governs the pressure transmitted by the hydraulic piping to the brake cylinders. By varying the diameter of the metering pin throughout its length, braking pressures are varied, depending upon the stroke of the master cylinder piston.

The two multiplate brakes consist of long plates attached to the draft sill. They slide at impact between short plates attached to the car body. When hydraulic pressure is transmitted to the brake cylinder the piston is pushed upward, compressing the stack of brake plates, and thus resisting movement of the draft sill.

After the draft sill movement has been stopped by the multiplate brakes, the return springs, which were compressed by the draft sill movement, return the draft sill to its neutral position. This sequence of events is practically instantaneous and occurs when the car is impacted at either end.



TRAIN MOVEMENTS ARE NOW DIRECTED BY SIGNAL INDICATION not only on the single track but also both directions on both tracks of double track

CTC Does Everything on This Job

Signaling for train movements both ways on both tracks in double-track territory, combined with two important junctions, seven railroad crossings and entire Omaha terminal area

Numerous benefits in train operation and economy in operating expenses are being accomplished by a novel centralized traffic control project on the Burlington. The territory includes two routes between Oreapolis, Neb., and Ashland and west to Lincoln. The distance from Oreapolis through Omaha to Ashland in 46.8 miles, 20.7 miles further than the 26.1 mile direct line from Oreapolis through Louisville to Ashland. This short line through Louisville follows the Platte river, with an average grade of about 0.15 per cent, except for one mile with about 0.4 per cent maximum grade. The longer route includes rolling grade, the maximum being 1.25 per cent in several places both eastward and westward between Omaha and Melia.

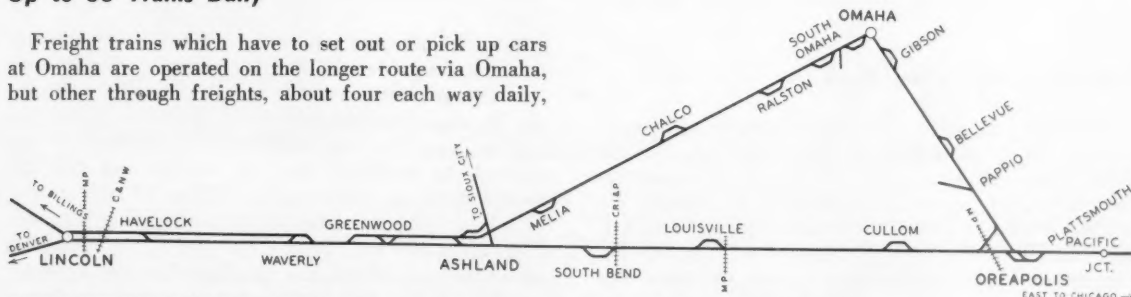
Up to 58 Trains Daily

Freight trains which have to set out or pick up cars at Omaha are operated on the longer route via Omaha, but other through freights, about four each way daily,

use the shorter low grade line through Louisville, handling more tonnage and saving about 1 hour. Local freight trains are operated over both lines. The 16 scheduled passenger trains daily are routed through Omaha.

Special passenger trains can be routed via Louisville, thus saving about 30 min. An average of about 58 trains are operated daily on this territory as a whole.

Previously, automatic block was in service from Pacific Junction through Oreapolis to Omaha and from there to Lincoln, with CTC on the 4.9 miles between Pacific Junction and Plattsmouth, and 8 miles Greenwood to Waverly. The double crossover at Ashland was in an interlocking controlled by a machine in the office at Ashland. Manual



USING HIS CTC MACHINE the dispatcher at Lincoln controls the switches and signals at sidings, junctions, ends of double track and seven interlockings at railroad crossings

block was used between Oreapolis and Ashland through Louisville.

On the sections of double track between Lincoln and Ashland, the new CTC system includes signals for authorizing train movements in both directions on both tracks. The new project includes CTC-controlled power switches and signals at sidings as indicated on the plan. At Oreapolis, three junction switches, a crossover, and end-of-double-track switch with signals are included in the CTC. At the east end of the Ashland installation, two wye track switches, formerly hand-thrown, are now power operated in the CTC. At the west end of Ashland the junction switch for the line north to Sioux City, and one main track crossover, formerly in an interlocking, are now CTC. At Waverly the CTC includes the end of double track and both ends of a center siding. The end of double track at Greenwood and a double set of crossover 1.5 miles west are in CTC.

Interlockings at Railroad Crossings

In this territory, seven single-track lines across the Burlington CTC-controlled tracks. Mechanical interlockings were in service at (1) the crossing of the Missouri Pacific with the east-and-west line of the Burlington at Oreapolis, and (2) at the crossing of the MP and Burlington at Louisville. These old mechanical plants were replaced by automatic interlockings that include combined automatic and CTC lever control for Burlington signals. Automatic interlockings were previously in service at (1) The crossing with the Rock Island at South Bend; and (2) the crossing with the C&NW at 27th street in Lincoln. These interlockings were revised to include CTC control of the Burlington signals.

At Oreapolis, the crossing of the MP and the left leg of the wye was previously protected by manually controlled gates which were normally in the clear position for the MP. This crossing is now protected by a new automatic interlocking with CTC control of Burlington signals. At the east end of Ashland, a connection from the Louisville line crosses the Omaha line and connects with the line to Sioux City. This crossing was previously protected by gates, operated by trainmen, but the gates have been replaced by an interlocking including CTC control.

About 3,800 ft east of the passenger station at Lincoln, a Missouri Pacific industry track crosses the Burlington. Previously, this crossing was protected by gates, normally across the MP, which controlled normally clear home signals on the Burlington. This protection was improved by installing new color-light signals on the Burlington, and a new gate with an electric lock which is CTC controlled.

CTC Line Loop-Failure Proof

In this project, coded carrier on two line wires is used to send CTC controls from the dispatcher's office to the field locations, and to return indications of the position of switches and aspects being displayed by signals. An original feature is that if these two code-line wires fail anywhere in the Oreapolis-Omaha-Ashland loop, the dispatcher can send special controls to feed the other way around the loop, and thus retain control of the entire territory.

At Omaha, the Burlington passenger station layout includes six through tracks and several spurs, as well as a junction with two main tracks connecting with the Union Pacific. The switches in this area were previously hand-thrown. As part of the recent program an electric interlocking was installed in this area, to include 26 home signals and power switch machines at 7 single switches, 1 crossover and 2 double slips.

The CTC installation is controlled from the dispatcher's machine in Lincoln. Siding and junction switches, normally used by through trains, are now power operated, and these switches, as well as signals at the switches and the Burlington signals at crossings of other roads, are controlled by the dispatcher, who directs and authorizes train movements without need for train orders or manual block.

This CTC was planned and installed by railroad forces under the direction of A. L. Essman, chief signal engineer, the major items of signal equipment being furnished by the General Railway Signal Company.

UNCLE SAM NOT TRAFFIC WISE

(Continued from page 24)

partments is to foster destructive competitive practices." An example is given where the normal rate across New York state for cobalt metal (value \$5,200 a ton) was driven down by more than 50 per cent by competitive bidding for the traffic.

"There is no question," says the subcommittee, "that the government is entitled to reasonable rates on its traffic, but it should be prohibited from sponsoring destructive competitive practices which in the final analysis will weaken the nation's transport system." Moreover, "there is evidence that Section 22 quotations applying to large and regular movements produce higher charges than might normally be expected to result from open negotiation with carriers' rate committees or from appeal to the ICC."

The subcommittee goes on to say that because it has made some suggestions for improvement, "no one should assume that all government control of transportation expense is bad or incompetent." It especially praises, on the civilian side, the traffic management of the Tennessee Valley Authority and the Atomic Energy Commission; and says that "a not inconsiderable measure of commendation is due the military services for their respective attention to transportation and traffic management."

In a supplemental report, the transportation subcommittee has set down its findings regarding the Military Air Transportation Service, the Panama Railroad and the Panama Steamship Line. It recommends that the various other Defense Department non-combat air operations be combined into the MATS, and that the service limit its peacetime operations in such a way as not to compete unnecessarily with private carriers. The report says the Panama Railroad is not needed as an adjunct to defense, and its discontinuance is recommended. It also finds no "compelling reason" justifying continued operation of the Panama Steamship Line.

Supply Trade

(Continued from page 13)
pointments in its Brake Shoe & Castings division:

Fred P. Biggs, division president, has been named to the new position



Fabian Bachrach

Fred P. Biggs



Stephen S. Conway



Pach Bros.

John F. Ducey, Jr.

of division chairman. Stephen S. Conway, first vice-president, sales, has been appointed division president and chief executive officer. John F. Ducey, Jr., vice-president, has succeeded Mr. Conway as sales vice-president, and Sam

R. Watkins, formerly executive vice-president, National Bearing division, has been named to the new position of BS&C division vice-president, railroad sales.



Sam R. Watkins



Harry C. Platt

Harry C. Platt, vice-president, production, of Brake Shoe's Engineered Castings division, has been appointed president of that division, succeeding N. G. Belury, recently appointed sales vice-president for the company.

Roger M. Blough, vice-chairman and general counsel of **United States Steel Corporation**, has been elected chairman and chief executive officer, succeeding **Benjamin F. Fairless**, retired.

J. P. Jung, regional representative of the **Cummins Engine Company** at Los Angeles, has been appointed Southeastern regional manager at Atlanta, Ga., and has been succeeded by **John W. Tucker**.

Willson Products, Inc., has been purchased by **Ray-O-Vac Company**. **J. Clyde Ryan**, executive vice-president of the latter company, has been elected president and general manager of Willson Products, succeeding **Thomas A. Willson**, elected chairman of the board.

William A. Powers and **C. S. Middleton**, locomotive service engi-

neers of **Alco Products, Inc.**, have been appointed, respectively, regional service manager and renewal parts sales representative in the Chicago sales district.

John J. Green, formerly with **Universal-Cyclops Steel Corporation**, has been appointed service engineer in the Pittsburgh office of **Vanadium Corporation of America**.

Oscar Bergman, service engineer for the southeastern district of the Air Brake division, **Westinghouse Air Brake Company**, has been appointed representative for the same district, at Washington, D.C.

OBITUARY

Stanley E. Gillespie, retired president of **Western Railroad Supply Company**, died April 29 at Skokie, Ill.

Securities

Dividends Declared

ATLANTIC COAST LINE.—new common, 50¢, initial quarterly payable June 13 to holders of record May 16.

BANGOR & ARROSTOOK.—5% preferred, \$1.25, quarterly, payable July 1 to holders of record June 6.

CLEVELAND & PITTSBURGH.—7% guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢

RAIL AD MANAGERS OPEN NEW COMPETITION

A fifth annual advertising competition has just been announced by the Association of Railroad Advertising Managers. Like its predecessors, it will be open to all advertisers who contribute to a better understanding and appreciation of railroads.

The 1955 awards will be made in two categories:

(1) Entries of an institutional nature, featuring the importance of the railroad industry to the national economy; and

(2) Entries contributing direct assistance to railroads in promotion of traffic—freight, passenger or both.

Local and national advertisers who use a railroad theme are eligible for an award. Information may be obtained from the chairman of the association's Awards Committee, **A. W. Robertson**, 1400 Missouri Pacific building, St. Louis 3, Mo.

Although judges have not yet been selected, they will include an advertising agency representative, an editor or publisher of an advertising or railroad business publication, and the president of **ARAM**—**Alfred E. Greco**, assistant to vice-president, traffic, Pullman Company.

quarterly; both payable June 1 to holders of record May 10.

ERIE & PITTSBURGH.—7% guaranteed, 87½¢, quarterly, payable June 10 to holders of record May 31.

LAKE SUPERIOR & ISHPEMING.—35¢, quarterly, payable July 15 to holders of record July 1.

LEHIGH VALLEY.—30¢, quarterly, payable May 20 to holders of record May 6.

NASHVILLE, CHATTANOOGA & ST. LOUIS.—\$1, payable June 11 to holders of record May 11.

NEW YORK CENTRAL.—50¢, quarterly, payable June 10 to holders of record May 6.

NORFOLK & WESTERN.—75¢, quarterly, payable June 10 to holders of record May 12.

PENNSYLVANIA.—25¢, quarterly, payable June 13 to holders of record May 11.

PHILADELPHIA, GERMANTOWN & NORRIS-TOWN.—\$1.50, quarterly, payable June 4 to holders of record May 20.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—\$1.75, quarterly, payable June 1 to holders of record May 20.

SOUTHERN.—75¢, quarterly, payable June 15 to holders of record May 13.

WEST JERSEY & SEASHORE.—6% special guaranteed, \$1.50, semiannual, payable June 1 to holders of record May 13.

Security Price Averages

| | May 3 | Prev. Week | Last Year |
|---|----------|---------------|--------------|
| Average price of 20 representative railway stocks | 96.13 | 97.01 | 64.90 |
| Average price of 20 representative railway bonds | 98.85 | 95.86 | 95.21 |

Railway Officers

BROOKLYN EASTERN DISTRICT TERMINAL.—**Henry O. Havemeyer**, president and treasurer, has been elected chairman of the board, and **M. M. McClelland**, vice-president and general manager, has been elected president and general manager.

ERIE.—**Stanley F. McGranahan**, general manager of the Western district at Youngstown, Ohio, has been named assistant vice-president at Cleveland to head up a task force to study various operating problems—particularly commuter service losses in the northern New Jersey area. **James P. Allison**,



BANGOR & AROOSTOOK.—**W. Jerome Strout**, vice-president—operations and maintenance, at Bangor, Me., has been elected executive vice-president.

assistant general manager, Western district, at Youngstown, has been promoted to general manager, succeeding Mr. McGranahan. **Thomas E. McGinnis**, superintendent of the Mahoning division at Youngstown, succeeds Mr. Allison as assistant general manager at that point. **Donald A. Logan**, superintendent of the Wyoming and Jefferson divisions at Scranton, Pa., has been transferred to the Alleghany,



John F. Duffy

Bradford, Meadville and Buffalo & South Western divisions at Salamanca, N.Y., to replace **Edwin J. Robisch**, who transfers to the Marion division at Huntington, Ind. Mr. Robisch succeeds **Francis J. Mulligan**, who replaces Mr. McGinnis as superintendent of the Mahoning division.

Because of changes in operating conditions coincident with sale of the Erie's Jefferson division to the Delaware & Hudson, the Erie will no longer maintain a division superintendent's office in the Scranton-Dunmore area.



George J. House

This territory will be placed under supervision of **J. R. Ebert**, superintendent at Hornell, N.Y.

Frank J. Loughlin, purchasing agent at Cleveland, retired April 30 after more than 50 years of service. **John F. Duffy**, manager of stores at Hornell, has been appointed manager purchases and stores at Cleveland. **George J. House**, assistant manager

CRUMP CPR PRESIDENT; MATHER IS CHAIRMAN

Norris R. Crump, vice-president of the Canadian Pacific since 1949, was elected president of that company on May 4, to succeed **W. A. Mather**. Mr. Mather, president since 1948, has been elected chairman, succeeding **G. A. Walker**, who has retired. Mr. Crump has been succeeded in the vice-presidency by **Ross H. McMaster**, chairman and director of the Steel Company of Canada and a CPR director since 1924.

of stores at Hornell, has been named general storekeeper there. **James P. Hogan**, assistant manager of stores, and **Francis P. Williams**, stationer, have been named assistant general storekeepers, with headquarters as before at Hornell. **Joseph P. Echle** and **Edward A. Murphy** have been appointed assistant purchasing agents and **Edward E. Dexter** has been named assistant to purchasing agent, at Cleveland. The positions formerly held by Messrs. Loughlin, Duffy, House, Hogan and Williams have been abolished. Mr. Echle was formerly chief clerk of the purchasing department and Mr. Murphy was assistant to purchasing agent.

Charles F. Whadcook, general agent at Philadelphia, retired April 30, after 45 years of service. **Michael R. Fitzgerald**, general agent at New Haven, Conn., succeeds Mr. Whadcook and is succeeded by **George T. Dolan**, division freight agent at Scranton, Pa. **Bernard F. Conway**, assistant freight traffic manager (sales and service), has been appointed freight traffic manager of piggyback and less-carload merchandise traffic, with headquarters as before at New York. **William F. Bennett**, commercial agent at Rochester, N.Y., has been appointed division freight agent there, succeeding **Charles P. Bell**, who has been appointed assistant general freight agent at New York. **John A. Sterl** has been named division freight agent at Scranton, succeeding Mr. Dolan. **Percy J. Van Ness** has been appointed foreign freight agent at New York.

LEHIGH VALLEY.—**James J. Swift**, vice-president and general manager at New York, has been elected vice-president—operations and maintenance.

R. E. Gaugh, comptroller, has been elected vice-president and comptroller; and **B. J. Viviano**, general counsel, has been elected vice-president and general counsel.

OBITUARY

John R. Talbott, 80, who retired in 1944 as general superintendent of transportation of the Norfolk & Western, died in Roanoke March 19.

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